

# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

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RICHARD H. EDMONDS,  
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THOMAS P. GRASTY,  
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### COPY FOR ADVERTISEMENTS.

Advertising copy (changes or new advertisements) should reach us Saturday Morning to insure insertion in the issue of the following week.

For the first issue in the month we should receive copy by Friday Morning of the week preceding.

THE DAILY BULLETIN of the Manufacturers' Record is published every business day in the year for the purpose of aiding manufacturers and business men generally who need to keep in daily touch with the new industrial, railroad and financial developments of the South and Southwest. Supplementing and in connection with the work of the Manufacturers' Record, it is an invaluable aid to all who are seeking business in the South and Southwest, the most wonderfully endowed section of America, where industrial, railroad and financial activity is creating an ever-widening market for machinery of all kinds, railroad equipment and building supplies, and for financial operations, etc., and where the knowledge and skill of the engineer and expert will find their largest field of operation.

The Daily Bulletin is intended simply to cover every day the work of the "Construction Department" of the Manufacturers' Record in reporting every new mining, manufacturing, railroad and financial enterprise organized in the South and Southwest, and it is not intended to be a general daily newspaper. To all who want to be advised every day of every new enterprise organized in that section it is invaluable.

### OIL IN THE SOUTHWEST.

The very remarkable development of the oil interests of the Texas-Louisiana field is strikingly illustrated in the statistics presented in our Beaumont letter published today, showing that during 1903 Texas produced about 15,000,000 barrels of oil, which is nearly 2,000,000 barrels more than the total production of the United States as late as 1877, and is one-half of the total production in 1902 of the Appalachian field, which includes New York, Pennsylvania and West Virginia. In three years from the beginning of the Beaumont development that section is producing just about the same quantity of oil as the State of Pennsylvania. Recent strikes in the

Texas field, with the enlarged facilities for refining and shipping which have been provided, indicate that the present year will show a still more rapid growth.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 58 and 59.

### TO ATTRACT ITALIAN SETTLERS.

Nearly 250,000 emigrants left Italy in 1903 for the United States, and the movement, which is not discouraged by the Italian government, has become so great that, according to a cablegram from Rome, Adolfo Rossi, inspector of emigration, will come to this country for the purpose of studying with the immigration authorities here the best means of directing Italians into the agricultural States, where they would find congenial surroundings, and of preventing their concentration in the great cities, with their superabundant population. In this movement of Italians the South has shared to some extent, though by no means as largely as the opportunities there for immigrants and as the needs of the South justify. Thousands of these foreigners have found congenial homes and remunerative occupation, especially in the rural sections of Louisiana, but there are many other thousands of chances in the South for them to become satisfied and satisfying citizens. The visit of Inspector Rossi should interest the authorities of Southern States who are endeavoring to attract new population, and it is believed that some systematic effort on their part, supported by the presentation of practical facts, would simplify the task of the visitor to the South's advantage.

### SOUTHERN LABOR PROBLEMS.

In the recent comprehensive survey in the Manufacturers' Record of vital factors in the cotton situation, presented through communications from many interests in all parts of the South, the complaint about the scarcity and inefficiency of labor in the cotton field was a striking feature. This has prompted Mr. John W. Hays of Petersburg, Va., to write to the Manufacturers' Record as follows:

I suggest that you figure out how much is lost to the South every day and month and year by reason of the habitual idleness of the negro, whose time and labor is worth on an average \$1 per day for each and every day in the year. I lately saw near Weldon, N. C., a cotton field white with the cotton because no labor could be induced to pick the crop. Cotton at that time was worth about thirteen cents, and 150 negroes were idling and drinking about the streets of the town. To offers of work they replied that they would not work for anybody in Christmas week. This one incident, which fell under my own observation, may be multiplied by thousands all over the South. The higher wages the negroes are paid the more indifferent they become. I was lately told of one case where a negro had found \$10 in the road, and promptly threw up his job driving. With \$10 in his pocket he did not have to work for anybody.

Somewhat similar is the picture re-

vealed in a recent incident at Pensacola, Fla., where there has been a scarcity of available laborers for some time. A negro minstrel troupe visited the city and was met at the depot by a horde of several hundred black boys and men, which was swelled by several hundred more when the band paraded the town. With work offering, these hundreds of negroes were evidently unwilling to work, a situation familiar to observers in many parts of the South and in sharp contrast with that which shows the negroes hard at work in the mines, in railroad construction, in lumbering and other developmental enterprises, comparatively few of them, however, possessed of the stability and reliability of workers among other races. The explanation is plain. It is had in the fact that for nearly forty years the negro has been subjected to a false training under outside initiative, holding to wild theories of education, and the logical results are now apparent.

The remedy is equally plain. As concerning the cotton field, it lies in the invention of a picking machine with which one man may do at least the work of four under present conditions. The success of that, we believe, is only a question of a few years. Meanwhile the problem is to be met, but only partly met, through well-directed immigration of whites, increasing the number of whites who have become independent of the negro in cotton-raising, and through the enactment and enforcement of efficient vagrancy laws. Georgia has already set the pace for that; Alabama quickly followed its example, and the legislatures of Mississippi, South Carolina, Virginia, Maryland and Kentucky, especially the last three, ought to do likewise. It must be made impossible for the loafer to exist in the South. As it is, he or she is not only an indirect drawback upon the community in refusing to work where work must be done, but in a majority of cases is a direct drain through active crime and petty offenses.

### A NATIONAL PROBLEM.

The National Board of Trade, in session this week at Washington, could do nothing better than to adopt the resolution submitted by the Chamber of Commerce of Pittsburg, Pa., calling for favorable action by the present Congress upon the recommendation made at its New Orleans meeting last October by the Interstate Mississippi River Improvement and Levee Association. The Pittsburg resolution takes the ground that the protection of the Mississippi valley from floods is of such national importance as to make it the duty of the general government to undertake and carry on the work of levee construction to its completion without unnecessary delay. Such an opinion was to be expected of Pittsburg. It is one of the cities on tributaries of the Mississippi farthest removed from New Orleans and the stretch of lowlands especially liable to damage from Mississippi overflows. But the men of affairs of Pittsburg are broadminded enough to understand that

the loss for the dwellers in the lower Mississippi valley affects not them alone, but must be felt by all the people, and that the proper restraint of the waters of the great internal highway is necessary to the full expansion of internal trade and industry seeking its natural outlet at New Orleans. The resolution submitted by the Pittsburg Chamber of Commerce should be one of many from similar bodies in different parts of the country represented at the New Orleans convention to back up the arguments of the delegations from that convention when they shall appear before the President and the committees of the House and Senate.

### ON FAITH IN ONESELF.

At the annual meeting of the Business Men's Club of San Antonio, Texas, Mr. N. M. Aubrey, chairman of the manufacturing committee of the club, in commenting on the failure of the committee to show results of its efforts for the establishment of new factories, said that the best and practically the only way to get them was for the citizens to build them themselves. He said that San Antonio was the distributor in a very large area of manufactured goods manufactured elsewhere, though they should, under every economic law, be manufactured there; that San Antonio was at no disadvantage in regard to the manufacture of glass, for instance, as to raw material, and that its slight disadvantage as to fuel had been nullified by oil discoveries, and yet the factories supplying glass to the city were thousands of miles away. He insisted that the wealth of the city, while publicly believing that manufacturing would pay there, privately wanted someone else to prove the proposition. It was not accustomed to investing in manufacturing. Local wealth, he urged, must be taught to take a different view, else there might be a decided change for the worse in the present rate of the city's development. On the same line was an argument of O. P. Bowser in a recent issue of the Dallas Times-Herald, in which he called attention to a ride taken on January 1 by the manufacturers and business men of Evansville, Ind., to inspect the twenty-three new factories that had been built there during 1903, and he added:

The people of Indiana and other Northern and Eastern States plant factories as we Texans plant corn and cotton, knowing that they will bring returns an hundredfold.

The men of the Texan cities and of other Southern communities hardly have to look beyond their own borders for material for self-help arguments and for self-advertisement. Elba, Ala., illustrates, for instance, its belief in the doctrine that Providence helps them who help themselves by having recently expended its money in the development of a 2500 water-power for electrical transmission for the express purpose of drawing industrial enterprises to that town. As stated in an advertisement, this plant is owned by the local people, who announce that "the power will be sold at very low prices, perhaps the lowest in

the world. The first large factory will get especially low prices and favorable terms." A community which displays its own energy and faith in its future by investing its own capital in the development of such an undertaking, not so much with a view to making money directly out of the investment as by the development of the town through the drawing of industrial enterprises to that point, proves itself to be a community well worthy of careful investigation by all contemplating the establishment of manufacturing interests. There are hundreds of places throughout the South where this spirit is needed.

#### FUTURE OF COTTON FUTURES.

By cable and through government announcements the people of the country are still being diverted with reports of crisis among the cotton spinners of Lancashire, England, and of the efforts to meet it by the prevention by law of dealing in raw-cotton futures and by entering again upon the half-a-century-old paths of search for fields of cotton production capable of competing with the South. It is difficult to decide which undertaking is the most difficult and the least likely to succeed, but while the attempts are being planned it may be well to call attention to a couple of facts bearing upon the present situation. While the great meeting of the cotton trade in Manchester has strongly condemned "gambling operations in America and Liverpool," the Providence (R. I.) Journal makes the following suggestion:

The plain truth of the matter is that the Lancashire spinners have now, in the perfectly natural course of events, been beaten at their own game, and their special sufferings at the present moment are the result of their not recognizing the change that was taking place in time. It was they who first established the system of trading in cotton futures, finding in it a means of hedging which was for them an improvement over the old plan of sending their agents into the South and buying real cotton for what they had to pay for it. They organized the Liverpool Cotton Brokers' Association, commonly called the Liverpool Cotton Exchange, and sympathized with, if not actively aided by, the leaders of the New England cotton manufacturing industry, they gradually developed a scheme for making the spot price of cotton in first hands absolutely dependent on the future prices as fixed at Liverpool. They used the mechanism of trading thus acquired precisely the same as the men whom they now denounce as wicked gamblers have been using it since they got control of it. The only difference is that while it was for the interest of the spinners to make dealing in futures operate to depress the price of spot cotton, it is for the interest of the growers to make it operate to elevate spot prices.

Equally timely is the following from the New York Commercial:

When, in the period from 1890 to 1894, the Farmers' Alliance movement was having its remarkable growth and quite as remarkable subsidence, the cotton planters of the South were among the most insistent for the passage of laws prohibiting dealings in cotton "futures," while the Western farmers sought the same relief from what they deemed to be the burden of "European domination" of prices for American farm products. Both elements favored the so-called "subtreasury" plan—a scheme for making the government of the United States a sort of combined warehouse and banking concern to receive the farmers' produce and lend them money on it until such time as they could sell it at the best advantage. Both projects got serious consideration, too, in quarters far removed from the farms, and the wonder is, as we now look back on that period, that political fanaticism and "hard times" did not together succeed in foisting that sort of legislation on the country.

There is no cry heard now from the grain-growers and the cotton planters for laws against trading in "futures" and other like absurdities. Cotton-trading and cotton-spinning England laughed loud and long at those propositions of a decade back. It is now doing the howling. It is now the South's and the West's turn to laugh. The change has

come about without a bit of new law on the subject. Our own industrial development is behind it, chiefly.

And the law of the compensations, meantime, has been playing indifferently through atoms and through galaxies.

Let Lancashire try to meddle with it, if she will! If she doesn't actually get hurt, she will only make herself ridiculous.

Two or three other facts should also be borne in mind. We have heard a great deal of late about the terrible effect upon cotton operatives of the high prices of cotton, and it has been estimated that 10,000,000 people in Great Britain are directly interested in the cotton industry, that number including probably not only the persons employed directly about the cotton mills, but also those employed in the industries dependent for their existence upon cotton manufacturing. Ten million is a big number—much too big we think—but it is probably not as big as the number of people in the South interested in cotton-growing who, until within the last two or three years, had been suffering from an unprecedented period of low prices for cotton.

Another point is that the English manufacturers may eventually be obliged to come to this country if they continue in business, for the tendency is stronger and stronger for the American mills to consume a greater proportion of the American supply of cotton and to encroach upon the markets which have hitherto been dominated by foreign manufacturers.

Which leads to the suggestion that Southern cotton mills should handle with caution the proposition which has been advanced that they should unite with the mills elsewhere, including those in Lancashire, in an effort to depress the prices of the staple.

#### FOR MORE STATISTICS?

Representative Maynard, in whose district, the second of Virginia, is a great trucking center, will, it is announced, seek to secure in Congress an amendment to the agricultural appropriation bill providing for telegraphic reports on the condition of trucking crops similar to the service under the auspices of the National Agricultural Department for cotton and wheat. It is said that congressmen from other trucking centers will favor the amendment. On the surface this move seems to be in the wrong direction if the truckers of the country are thereby to be rendered liable to the dangers which have come to the cotton-growers in recent years through the statistical work of the Agricultural Department. The remarkable manifestations of the Department in relation to cotton during the past six months have set men to thinking that the less a government bureau has to do with the handling of information about crops, and, indeed, with statistics in general, save those connected with the decennial census, the better for the country.

#### GOOD ROADS AND IMMIGRANTS.

Two meetings which ought to benefit South Carolina were held this week at Columbia. One was the State Good-Roads Convention and the other the first meeting of the South Carolina Immigration Executive Committee. South Carolina needs thrifty immigrants, and the committee charged by the State Immigration Association to prepare a constitution, to compile suitable information, to devise means to pay necessary expenses and to elect a general immigration agent has a sufficient backing, it is believed, to turn the attention of would-be settlers to the State. The thrifty class of these will naturally be guided

by the evidences of thrift on the part of the State, and there is no better evidence of that than good roads. So the Good Roads Convention and the Immigration Committee have a common purpose.

#### ARKANSAS CEMENT.

Arkansas may compete with Alabama as a producer of the large amount of material for Portland cement, millions and millions of barrels of which will be required for the construction of an isthmian canal. Dr. J. C. Branner of California, formerly State geologist of Arkansas, says that the chalk deposits in Little river, Hempstead and Clark counties are exceedingly rich and valuable, and in sufficient quantity to furnish all the Portland cement that this country will use in the next hundred years. He pointed to the possibility of getting this product to New Orleans by water on the Little river, Red river and Mississippi, and expressed the belief that no better market nor a more advantageous point than New Orleans for the distribution of the product of cement works could be found in the next few years. Dr. Branner urges that publicity be given to the wonderful and practically undeveloped mineral resources of Arkansas. The coal and zinc of the State, especially coal, have been brought to the attention of the public, but he says that the deposits of coal in vast amount have hardly been scratched, and that the clays, kaolin and several other resources of great value have been overlooked, and that Arkansas should be one of the largest clay-manufacturing States in the country.

#### NEW ORLEANS' TRADE EXPANDING.

New Orleans expects to develop during the coming year at least two very important foreign-trade agencies. One is the inauguration of a steamship service designed to recover the Mediterranean fruit trade, which some years ago was diverted to New York. At present there is scheduled to arrive at New Orleans from Genoa a: from Palermo one steamship a month, with a probability that the number will be several times increased. Vaccaro Bros. and Peter Torre & Sons will handle a great part of the Mediterranean fruit shipped to the port. The second undertaking is in line with Mr. John H. Kirby's suggestion of the great demand for Southern lumber in South African railroad construction, and with the shipments of livestock to South Africa, which assumed such large proportions during the Boer War. Mr. Michael Macheca and his brother are interested in the organization of what will probably be called the South African Trading Co. to connect New Orleans with the main ports of South and East Africa. The Machecas had been for many years successfully identified with the Central American fruit business, and should their plan take shape it will mean a large increase in the export and import business of New Orleans.

#### TO LEAD IN DEVELOPMENT.

In retiring from the presidency of the Richmond (Va.) Chamber of Commerce Mr. Henry L. Cabell made an earnest plea for financial help and moral support of all classes of citizens. He said that at present the work of the chamber is to a large extent purely defensive, organized to prevent injury to the city, but that it should take another direction for the promotion of the city's interest. He alluded to the advantages of Richmond's geographical position, its shipping facilities, its climate, its water-power-generated electricity, its cheap homes and its labor supply, factors to be considered in the location of manufacturing enterprises, and urged that it was the proper function of the chamber to advertise them. Want of money had prevented this, but he said this

want should be met by an increase in membership and by active participation in the work of the chamber by all who have a stake in the community. Richmond has many advantages which capital, both local and from elsewhere, has appreciated, but by no means to the extent of the possibilities. President Cabell's suggestion should be given practical effect in Richmond and in every community having in a business organization the nucleus for aggressive developmental work.

#### VIRGINIA ANTHRACITE.

Several weeks ago reference was made to the preparations being made to begin the shipment of anthracite coal from the fields in the vicinity of Christiansburg, Va. The Virginia Anthracite Coal Co. of Richmond, Va., which was mentioned as having expended about \$200,000 to establish facilities for mining in that field, has completed and put in operation its 1000-ton breaker at the Merrimac mines. This company owns and controls extensive tracts of coal property. It writes the Manufacturers' Record that the "opening of the anthracite coal bodies of this State will no doubt create great interest among the Pennsylvania operators, and will also have the effect of causing a good deal of speculation as to the quantity of this most valuable fuel in the eastern part of this country, as these fields will considerably increase the known coal area. We are also glad to announce that J. R. Wilson, formerly coal expert of the Delaware, Lackawanna & Western Railroad, has accepted the position of general manager of this company."

#### WORKING FOR GOOD ROADS.

Col. J. B. Killebrew of Nashville, Tenn., attended the recent meeting at Columbus, Ohio, of the State Association of County Commissioners, and addressed them on the subject of good roads. At the conclusion of his address the association voted a resolution of thanks to Colonel Killebrew "for his sacrifice in coming so long a distance in the dead of winter to address us on this most important subject."

#### Building in 1903.

In spite of labor troubles in the building trades, statistics of building operations in twenty-one of the principal cities of the country during 1903 collated by Construction News show that there was a falling off of only 1 per cent. from 1902. In the twenty-one cities permits were granted for the construction of 76,047 building improvements, costing \$296,515,123, against 74,277 buildings and cost of \$299,646,856 in 1902, a slight increase in the number of buildings and a decrease of \$3,131,733 in cost. Of the twenty-one cities, including New York, Philadelphia, Chicago, St. Louis, San Francisco and St. Paul, Atlanta showed the greatest rate of increase in investment. This advanced from \$1,835,983 to \$3,108,605, or 69 per cent., Los Angeles, Cal., being second, with 36 per cent., and Washington third, with 33 per cent. In the number of permits Philadelphia led, with 8296, Seattle being second, with 6914; Atlanta granted 3341 permits, an increase over 1902 of 475. Architects and builders generally express the opinion that this year will be a prosperous one for the building interests of the country.

#### Needs Water-Works.

Mayor J. C. Simmons of Graham, N. C., writes to the Manufacturers' Record that his town needs water-works and a sewerage system, and expresses the belief that the installation of the water-works by a firm or corporation would be a paying investment.



## ELECTRICAL PROGRESS IN THE SOUTH.

By FRANCIS F. COLEMAN.

[Written for the Manufacturers' Record.]

The full tide of the South's industrial progress has come just at the time when electricity has proven its adaptability for almost every use for which driving power is required. While the South was almost moribund industrially, electricity was passing through its experimental stages, and the two may be said to have arrived almost at the same moment. The South has passed its crucial period, and the like is true of electrical science as applied to industrial matters.

The South has never been backward in adopting improved methods in her manufacturing industries. It is one of the important advantages of every new industry and of every new industrial region that it is free from the restrictions of precedent, and that they have no old machinery whose value looms up as an apparently insurmountable obstacle to prevent the introduction of the new. This is one of the strong points in the South, and the South is taking full advantage of it. Richmond built the first electric street railroad, and it would not be a surprise if the South were to be the scene of the installation of the first electric railroad to be operated by the single-phase alternating-current system recently perfected by Mr. Lamme and the other engineers of the Westinghouse Company at East Pittsburg, Pa. Southern cotton mills are noted throughout the world for their full complements of modern machinery. The second-hand machinery dealer has done small business with this great industry. The textile industry is considered most typical of the section called the "New South." One of the first electrically-driven mills in the country was built in the South, and its electrical equipment was hooted at by the textile manufacturers in every district in the world devoted to that industry. Now there are about 100 cotton mills and knitting mills so driven, and they are, as a rule, the most successful factors in the industry.

It is a fact that more cotton manufacturers in the South are investigating the question of electrically equipping their established mills than ever, and the majority of the mills being built at the present time will use electric drive. The efficiency of electricity has been so well proven that future years will see more thoroughly modern electrically-driven cotton mills in the Southern States than in all other textile districts combined.

The wonderful development of the South's immense water-power resources is bringing much business to the manufacturers of electrical machinery at present. The South is full of important water-powers which will challenge the attention of the industrial world when developed. There is a strong indication that many English and Eastern mills are seeking locations in the South. The numerous water-power developments in all sections of the South assure these prospective customers cheap power. When it is considered that other factors in manufacturing cost are proportionately low, there the exodus of mills from the older sections will undoubtedly be heavy. With the digging of the isthmian canal this movement will, it is believed, be hastened and enlarged.

The South is growing along every industrial line, and the trade in electrical machinery is a sure index to its growth. Competent authorities made estimates no longer than two years ago that over 5,000,000 horse-power was going to waste daily along the then unnoticed streams

in the South. Men who are among the most prominent of industrial factors in Southern progress took notice of the great possible development along the streams, and the activity brought about by this revelation has been almost phenomenal.

The South has adopted electricity for a wide diversity of industries. Besides using it for driving cotton and other textile mills, it is used for driving the machinery in cotton-oil mills, tobacco and cigar factories, iron mills, gold and other mines, paper-pulp mills, in oil pumping, and the customary uses for public and private lighting, the operation of small motors for widely varied purposes, and for street railway propulsion. The South, too, is in the van in installing the steam turbine for producing electric power. The Consolidated Railways & Lighting Co. of Wilmington, N. C., has one of these very latest up-to-date plants, where a Westinghouse-Parsons steam turbine is the power producer. It is not easy to recount all of the important water-power developments now under way. The following are some of the characteristic installations:

At Danville, Va., the Riverside Cotton Mills have in progress an installation which will furnish power to drive their mill machinery and allow for the further extension of their already large plant.

At Greensboro, N. C., the immense White Oak Mills, now under construction, will be equipped with the electric drive. This is one of the largest mills likely to be built in many years. Its owners have large textile interests throughout North Carolina, and it is probable that their entire chain of mills will be changed to electric drive within the course of a few years.

At Greensboro the Revolution Cotton Mills, a plant of large capacity, is changing its system of power transmission to the more modern form.

At Salisbury, N. C., the Yadkin River Power Co. is developing 20,000 horse-power. This power will be used for the most part by cotton mills, and available sites within the transmission radius are being sought by several new industries.

The new Erwin Cotton Mill, No. 3, at Dunn, N. C., is being equipped with electrical machinery.

At Fayetteville, N. C., the Cape Fear Power Co. is developing 3000 horse-power from water.

The Catawba Power Co., Rock Hill, S. C., is completing its installation to furnish power to mills in Rock Hill, Fort Mill, Charlotte and other places.

The Highland Park Mill, No. 3, at Charlotte will develop 2000 horse-power to drive its own machinery, and will also furnish power to mills No. 1 and No. 2.

Near Lexington, S. C., the Lexington Power Co. will develop 10,000 horse-power to be used by mills in that vicinity and at Columbia. The increased electric power available in that section is causing new interest to be taken in building mills at Columbia, and a new mill has just been announced.

In the Gainesville district in Georgia more work of this character is being done. The Crown Mountain Gold Mining & Milling Co. is already using about 700 horse-power for the operating of gold mines, which power is derived from a water-power fourteen miles away from its works and transmitted electrically. This company is now developing an additional 1000 horse-power to be used for like purposes.

Among the other electrical installations

which have just been made or are now being completed by the Westinghouse Company above are those of the Citizens' Light, Heat & Power Co. of Montgomery, Ala.; the Clifton Forge Light & Power Co., Clifton Forge, Va.; addition to the Golden Bell Manufacturing Co., Durham, N. C.; the W. T. Weaver Power Co., Asheville, N. C.; a doubling of the capacity of the Roanoke Navigation & Water-Power Co. at Weldon, N. C.; the Highland Park Manufacturing Co.'s cotton mill at Danville, Va.; the electrical power plant ordered by the New Orleans sewerage and water board; the Wilson Cotton Oil Co., Lexington, Miss.; the Fort Mill Cotton Mills, Fort Mill, N. C.; the Milford Cotton Mills, Milford, S. C., and additions to the Brush Electric Light & Power Co.'s plant at Galveston, Texas.

The North Georgia Electric Co. has developed a water-power of approximately 1500 horse-power capacity, which is to be used for furnishing current for the lighting and operation of a street-railway system in Gainesville, and for the electric railway projected from Gainesville to Dahlonega, a distance of approximately twenty-seven miles. The company is now developing a water-power near Gainesville which will have a capacity of 3000 horse-power. This power will be furnished to various manufacturing industries.

In the matter of interurban railroads the South is showing considerable activity. The Augusta-Aiken road, which was the first important attempt in this line in that section, has attracted great attention from investors. There are many new interurban roads projected at the present, and work on some of them is well under way. One of the most important is the road from Atlanta to Marietta, which is being built by the Georgia Railway & Electric Co., which operates the street-railway system in Atlanta. The power for the operation of this road will be derived from the installation of the Atlanta Water-Power Co. at Bull Sluice, on the Chattahoochee river. This plant is now nearly complete, and is expected to deliver 14,000 horse-power. The entire capacity has been contracted for by the Georgia Railway & Electric Co., which will use the surplus in connection with its street railways and lighting system. In the Atlanta district there are a considerable number of interurban projects in the

air and a strong probability that the coming year will witness the getting under way of important constructions in many parts of the South.

A strong factor in this business in the South of late has been the building of municipal lighting plants by the smaller cities and large towns throughout the section. The majority of these towns are growing steadily, and many of them with great rapidity. The section as a whole is prosperous, and these towns are progressive. This line of business has increased with remarkable rapidity, and the volume promised for the near future is very gratifying to manufacturers of electrical machinery.

Progressive manufacturers in various lines are taking up the matter of electrically equipped their factories and shops. As an instance the Rock Hill Buggy Co., Rock Hill, S. C., has recently equipped its plant electrically, driving the machinery by individual motors. This plant has a wide reputation for the excellence of its product, and its new departure has awakened considerable interest among competitors and manufacturers in kindred lines.

The Glover Machine Works, Marietta, Ga., has also recently equipped its machine shop and foundry throughout for electrical transmission.

In the Birmingham iron district the use of electricity for operating cranes, hoists and the like has come into great favor. The amount of business done in this line in this district has been considerable in the past, and despite the depression in the iron trade, the future volume of business will certainly be very satisfactory.

In the Jellico coal district electricity is being used to considerable extent in mining and haulage. Its adaptability for these purposes was long since proven, and the mines in that district are changing their equipment in very many instances.

Many street-railway plants which have been projected have been temporarily held up because of the financial troubles in Wall street, but this can only be a temporary check. Some of the very large water-power developments like those at Havre de Grace, on the Susquehanna, and at Great Falls, on the Potomac, are affected by the same cause. The high price of cotton is also interfering some with immediate developments in the cotton-mill line.

## GOOD ROADS FOR MARYLAND.

Project of Spending \$200,000 Annually for Improvement of Highways.

[Written for the Manufacturers' Record.]

The Good Roads League of Maryland, which has prepared a bill to be presented to the legislature providing for the expenditure of \$200,000 a year by the State for improving the public roads, has aroused widespread interest in the subject, and is receiving much encouragement in its endeavors to bring about a condition of affairs which will result in an economical and permanent betterment of the highways of Maryland.

Mr. W. W. Crosby, superintendent of parks in Baltimore city, and who was until recently road engineer in Baltimore county, has taken much interest in the question of generally improving the roads, and says he expects the bill to pass. He is an expert at modern road building, and has given the Manufacturers' Record an expression of his opinions as to how the transformation of the highways should be accomplished. His attitude declared absolutely only in favor of thorough work, of making good roads at the start, so that the cost of maintenance may be reduced

to the minimum, the first cost also being kept down to the lowest possible price consistent with the best construction.

Mr. Crosby said with reference to the bill, which he heartily approves, that its provision that the State should pay only one-half the cost of building a road in any county was perfectly equitable, for the reason that the people of the State, as well as those of the county, would enjoy the advantages of such improved road not merely by riding over it, but in any reduction in the cost of handling farm products that would result from its construction.

After the building of a road is decided upon, application for the same having been made on the part of a county, the State road commission shall make surveys and an estimate of what the proposed road will cost; then bids shall be advertised for and the contract awarded. If, however, all the bids should be rejected and the county commissioners decided to employ men and do the work themselves,

the State will permit that to be done under its supervision, just as in the case of a contractor. The State will, however, in no event pay more than one-half of the estimated cost of building the road, and if the cost should be less than the estimate, its responsibility will only amount to one-half of the actual cost. Should the expense be greater than the estimate, the county alone must pay the increase.

Continuing, Mr. Crosby said that the cost of road building depended principally upon local conditions, varying in the case of each particular road, such as the amount of grading to be done, etc. It is his opinion that in every case it is better to keep roads down to a 4 per cent. grade, if at all possible to do so, for the reason, primarily, that a horse can haul for a short distance, say a quarter of a mile for the average animal, on such a grade as much as he can pull on a level. Moreover, it is vastly cheaper to maintain a road with a 4 per cent. grade than one, say, with an 8 per cent. grade—much cheaper than the difference in grade might suggest. On a 4 per cent. grade it is possible for the road to be properly drained, so that in rainy weather the water will run off the sides instead of following the line of the road where the horses walk and through the wagon tracks until it reaches a level. But on an 8 per cent. grade the fall of the road would be much greater than the arch of the roadbed, so that the water could not run off the side, but would wash the road badly by deepening the depressions made by the wagon wheels and also the horse tracks.

The old methods of building roads, Mr. Crosby says, are extravagant. He cited instances where the cost of maintaining a road was from \$100 to \$150 per mile a year, and with a modern road the cost would have been only from \$50 to \$75 per mile a year. The dumping of stone on the highways and allowing it to be beaten down by the traffic he described as wasteful and expensive, much more stone being used than would be required if the road was properly constructed. To show the difference he said that a modern road would require about four inches of broken stone of one and three-quarters to two and one-half inches in size, about three inches of finer stone on top of that, with a finishing of fine powder or pulverized stone to be worked in wet through the interstices so as to make a solid mass, while he knew of roads in Baltimore county that were now twelve to eighteen inches thick with broken stone of the larger size. On an ordinary country road the cost for stone should be about thirty-five cents per square yard, but the expense of building a road could not be determined without considering all the other factors bearing upon it, such as grading, alignment, etc.

Under the proposed bill Mr. Crosby says that the State road commission will not only govern the cost of the road, but the contracts will have to be approved by it; this in addition to its supervision of the work as it progresses. After the road is built the county must keep it in repair without aid from the State, all the pecuniary assistance afforded by the latter being in the first cost of the road.

Discussing the subject of how the roads would be built, Mr. Crosby said that the old method of putting down large stone as big as one's fists and gradually working up to small sizes is done away with, the largest size now used being about two and one-half inches for its greatest length, and certainly not more than three inches. To build a modern road a trench twelve to fifteen feet wide—the lesser width being sufficient for most county roads—should be dug about a foot deep and sloped from the sides up to a ridge in the center. This should be rolled thoroughly, and when the

rolling was complete the earth would not only be packed hard, but the ridge would be transformed into a gentle arch perfectly parallel to the surface of the road as it would appear when finished. This trench would be filled to a depth of about four inches with broken stone of one and three-quarters to two and one-half inches greatest width and length, respectively; then that would be rolled down thoroughly, and on top of the foundation thus created would be placed another layer of stone, but of smaller size, ranging from one-half inch up to one and three-quarters inches. On top of this would be placed another layer of finer stuff, pulverized stone. The whole road should be then rolled down when it is thoroughly wet, if possible, so that it would not stick to the roller, or if it could not be kept so wet, it should be allowed to dry sufficiently to avoid sticking, there being an intermediate condition when it would stick to the roller and be pulled all to pieces. When the road was thus made it would present a thoroughly solid and firm structure, held in place by a shoulder of earth on each side, each of the said shoulders being finished on top for a width of two feet with the best soil (as gravelly as possible) to be obtained nearby. There would thus be ample space on the road for light vehicles

to turn out of the way of heavy ones and always preserve the road in good condition.

Mr. Crosby further said that many persons failed to understand what could be accomplished by good roads because they had really never seen one. Many men thought that a road was good when it was sufficiently hard to permit of travel without cutting in during very wet weather at any season of the year, but he believed that when once the advantages of good roads could be thoroughly understood by the general public through the creation of sample pieces in different parts of the State there would be a general demand for them, and that road improvements would continue until an adequate system of highways was provided. Some excellent pieces of road had already been constructed—not much, but sufficient to be object-lessons in their respective localities. One of these was from Bel Air to Churchville, in Harford county, and another was a section on the Eastern avenue road from Bayview to the North Point road, immediately outside of Baltimore.

In conclusion, Mr. Crosby said that he felt sanguine of the passage of the bill, and furthermore, that its advocates were thoroughly earnest and active in pushing the measure.

## The Cotton Situation From a Purely Disinterested Standpoint.

By COL. ALFRED B. SHEPPERSON.

[Written for the Manufacturers' Record.]

Notwithstanding the fact that about 100,000 bales more cotton of the American crop had come into sight to the 15th inst. than to the corresponding time last season, and that the visible supply of American cotton in the world was 94,000 bales greater, the quotation for middling cotton in New York today is 5½ cents per pound higher than a year ago. This great enhancement in price is not due to a larger demand from spinners on account of increased consumption, as the world's spinners have actually taken from September 1 to December 31, 244,000 bales less of American cotton than during the same period of last season.

The takings of American cotton by the spinners during the four months ending December 31 have been as follows:

	1903-04.	1902-03.
Bales.		
United States and Canada.	1,838,000	1,827,000
Great Britain.	911,000	888,000
European Continent.	1,314,000	1,431,000
Japan and Mexico.	53,000	114,000
	4,116,000	4,260,000

The average cost of the cotton taken by the spinners to December 31 was on the basis of about 11 cents for middling uplands in our Southern markets.

The remarkable advance in cotton over the price of a year ago is evidently due to speculation in "cotton futures" to an extent hitherto unknown in the trade. Assiduous efforts have been made to induce the public to believe that the present cotton crop will be about 1,000,000 bales less than the last crop, and entirely inadequate for the actual requirements of the spinners. The history of the crop and the receipts of cotton to this time do not, in my opinion, justify either contention. The uncertain problem in connection with the size of the crop is the quantity remaining in the hands of the farmers and yet to be marketed. Those who insist that the crop is very much smaller than the last one, claim that the farmers now hold very little cotton compared with a year ago, having marketed their crops promptly on account of the high prices. Others claim that the high prices enabled the farmers to pay their debts with much less cotton than the previous season, and therefore rendered them able to hold for higher

prices, if so disposed, a much larger proportion of their crops. It is well known that Southern people have been buying "cotton futures" speculatively upon a very liberal scale, and it seems reasonable that the same belief in higher prices which caused the buying of "futures" would induce the farmers to delay marketing their cotton freely after they had paid their debts. The questions of how much cotton is yet in the hands of the farmers of the South and when they will market it are matters of pure conjecture. In the very nature of things no one can have positive knowledge. The census office in its report of December 13, 1902, in respect to the ginning of cotton, underestimated by over 600,000 bales (according to its own subsequent figures) the quantity of cotton of the crop of 1902-1903 to be ginned after that date.

Differing from many whose opinions are entitled to much respect, I think that the present commercial crop of American cotton will be equal to 10,700,000 bales, averaging 484 pounds net, which is about the size of the last crop.

The receipts to December 31 show an increase in the average weight of bales of about 1 per cent. over the receipts to the corresponding date last season, while the spinning quality of the cotton, owing to its higher grade, greater cleanliness and superior staple, is probably fully 3 per cent. better. Advices to this effect come from prominent merchants and spinners here and in Europe, including the largest handlers of actual cotton in this country. Should the improvement in the spinning quality continue throughout the season, and there are good reasons for thinking that it will be even more pronounced later on, this would make the 10,700,000 bales go as far in spinning as 11,021,000 bales of the quality of the last crop. Should the present increase in weight of bales continue to the end of the season, a crop of 10,600,000 bales would be equivalent to a crop of 10,700,000 bales of last season's weights.

Having always wished for the South the greatest degree of prosperity, I have invariably opposed all efforts which seemed

to be intended to unduly depress the price of cotton.

It is a very narrow conception of the subject to think that the interests of cotton-growers and cotton spinners are always antagonistic. Unquestionably the cotton-grower should always receive a remunerative price for his cotton, but if the price, through speculation or otherwise, is advanced beyond the figure at which the mills can realize a fair profit on the manufactured product, then the cotton-growers receive a merely temporary benefit at the expense of serious injury to the spinners, whose prosperity is essential to the marketing of the cotton crops at prices satisfactory to the farmers. It is somewhat like killing the goose that laid the golden egg. In this connection it should be remembered that the speculators who buy millions of bales of "cotton futures" buy very little of the concrete article, and, of course, do not consume a bale. The consumption rests entirely with the mills, and depends chiefly upon the margin of profit which exists in manufacturing. Whenever cotton manufacturing does not afford at least a small profit it is invariably curtailed, for there is no inducement to increase in unprofitable business of any kind. The prosperity of the spinner means the ability to purchase cotton liberally and at a fairly good price, and is the best assurance of enduring prosperity for the cotton-growers. The effect of speculation is merely temporary, and usually causes reactions from prices which are unreasonably high to those which are very much too low, or the pendulum of speculation may suddenly swing from abnormally low to abnormally high prices.

My investigations as secretary of a committee of the United States Senate to examine into the matter of cotton production and manufacture in this country and abroad convinced me that the average cost of cotton production in the South was about 6½ cents per pound. This conclusion was based upon itemized reports of cost from many farmers in which the rent or rental value of the land was included, together with cost of fertilizers, value of his own labor, etc. A few years ago the Department of Agriculture issued, under the approval of Secretary Wilson, a pamphlet, in which the average cost of production of cotton was placed at about 5½ cents. On the basis of the present price of 14½ cents for middling cotton in New York, is there any staple commodity of the country which pays so large a profit to the producer? That the recent price for cotton will cause a very large increase in the acreage devoted to it seems a foregone conclusion. Upon the acreage of last season it would have been quite possible for a crop of 12,000,000 bales to have been made. The recent discussion of the subject in the Manufacturers' Record has made perfectly plain to the general public the fact, well known to close observers of cotton crops, that the yield is more largely dependent upon the weather conditions during the season of growth and maturity than any or perhaps all other causes. There is no deterioration of seed nor of the soil in a general way. Here and there may be found instances of both, but probably not sufficient to offset the improvement of seed and soil on other farms. Alluring as the present price of cotton must be to the Southern farmers, it may prove as treacherous as the sands of the seashore.

The incentive is very great to plant in the spring an immense acreage in cotton at the expense of food and forage crops. The result might prove unfortunate should cotton decline sharply under the prospect of a full crop and the farmer be compelled to pay high prices for grain and provisions.



In May, 1898, under the speculative operations of Mr. Joseph Lieter, wheat advanced in Chicago to \$1.85 per bushel, only to decline to 75 cents the next month and to 62½ cents in September. These quotations refer to actual spot wheat, and not to "futures." This is a striking object-lesson of the instability of speculative prices. Respecting the demand for American cotton, my impression is that in view of the increasing tendency of European spinners to use East Indian cotton instead of American whenever it can be done to advantage, that the spinners of the world will not consume during the entire season more than the equivalent to 10,500,000 bales of the average net weight of 484 pounds. This estimate of consumption is based upon a continuance of peace in the East. War would cause a material reduction.

New York, January 19.

### 15,000,000 BARRELS OF OIL.

#### One Year's Movement From the Texas-Louisiana Field.

[Special Cor. Manufacturers' Record.]

Beaumont, Texas, January 16.

Shipments of crude and refined oils from the Beaumont and Sour Lake fields during the year 1903 amounted, in round figures, to 15,000,000 barrels. Of this, 7,572,849 barrels went from Port Arthur by steamer and barge to New Orleans, Atlantic coast points, Cuba, England and Egypt; 1,416,178 barrels went by steamer and barge from Sabine Pass to foreign and domestic ports, and 5,711,615 barrels were shipped by tank car to points in Texas and Louisiana, only a very small percentage of the rail shipments going to States other than these two.

From Jennings 298,800 barrels were shipped during the year 1903 by rail. Adding the Jennings shipments to the shipments of oil from the neighboring Texas fields brings the total of rail shipments for the year up to 6,010,415 barrels. Combining the rail shipments with the water shipments makes the total of recorded shipments from the Texas-Louisiana fields 14,999,442. The record of shipments by the Kansas City Southern Railroad for the year was not obtainable, nor was it possible to get a complete record of barge shipments from the Jennings field, but it is reasonably certain that if these small, loose ends could be collected they would bring the total movement of oil for the year to a figure in excess of 15,000,000 barrels.

Of the rail shipments, the Southern Pacific handled from Gladys (Spindle Top), 10,667 cars; from Beaumont, 1063 cars; from Sour Lake, 11,359 cars, and from Jennings, 1328 cars. Shipments from Sour Lake were not inaugurated until July, 1903; nevertheless, the shipments from this point in the six months amounted to more than the combined shipments from the two points—Gladys and Beaumont—at which Spindle Top oil was loaded, for the entire years.

The Santa Fe moved 3833 cars from Beaumont. In computing the Southern Pacific shipments from Gladys and Beaumont an average car capacity of 200 barrels is employed. Most of the system cars shipped from Gladys and Beaumont are 300 barrels capacity, while the private line cars vary from 160 to 200 barrels. At Sour Lake the 300-barrel system cars predominate; hence the average car capacity at that point is put at 225 barrels. The same applies to Jennings. The Santa Fe system cars are of 225 barrels capacity, and the average used in figuring the shipments by that line is 180 barrels.

In 1901 and 1902 the shipments from Port Arthur by water amounted to only 2,739,773 barrels, and from Sabine Pass 1,363,763 barrels, or a total of 4,103,536

barrels, against 8,989,027 barrels in 1903 from these two ports, an increase of more than 100 per cent. Figures to show the rail shipments during 1902 are not obtainable, but from those at hand it is apparent that the gain in rail shipments was equal almost to the percentage of increase in shipments by water.

It is next to impossible to figure the production of the various Texas fields for the year 1903, owing to the great number of operators and the diversity of interests, but close calculators employed by the big companies are pretty near together on their estimates, which, conservatively stated, are as follows: Spindle Top, 6,500,000 barrels; Sour Lake, 7,000,000 barrels; Jennings, 500,000 barrels; Saratoga, 100,000 barrels; total estimated production, 14,100,000 barrels.

Estimates of oil in storage range between 7,000,000 and 8,000,000 barrels, not including the 1,500,000 barrels in Southern Pacific tanks or Texas oil in storage at eastern stations.

The Guffey Company has about 3,000,000 barrels in storage in the Sour Lake, Beaumont and Port Arthur districts. The Security Oil Co. has close to 3,000,000 barrels in storage at Sour Lake, Beaumont, Delphine and at the plant on the Neches river. The Texas Company, Higgins Company, Heywood Company and other large producers are carrying, all together, about 2,000,000 barrels. In addition the Texas and Guffey companies have oil in storage at New Orleans.

Summarizing the situation at the close of the year, the following approximate results may be regarded as fairly accurate:

Oil moved from Texas and Louisiana fields during the year 1903, 15,000,000 barrels.

Oil produced in the Texas and Louisiana fields in the year 1903, 14,100,000 barrels.

Oil in storage January 1, 1904, 8,000,000 barrels. If the oil held by the Southern Pacific and Santa Fe for fuel use and the oil stored at eastern stations is added, it will bring the total of Texas oil in storage up to 10,500,000 barrels.

Batson now has seven gushers, with an average capacity, conservatively estimated, of 10,000 barrels each. Three of the wells have gauged as much as 750 to 1000 barrels an hour. Dozens of rigs are going into the new field, and development is being pushed as fast as materials and labor can be procured. The wagon road from Sour Lake to Batson is lined from end to end with teams hauling drilling machinery and supplies to the scene of the latest Hardin county strike.

An announcement made some days ago by persons connected with the Colorado syndicate, to the effect that the holdings of the syndicate at Batson would be subdivided into small tracts, sixteenths and thirty-seconds of acres, to allow the "little fellows" a chance to produce oil in the new field, has caused authoritative statements from the big companies discouraging such a proposed chopping up of the territory, and threatening, in the event that the plan is carried out, to deny operators on little tracts the common courtesies of the business. Undoubtedly the pipe-line companies have it within their power to make it practically impossible for such operators to market their oil, and the policy adopted by the pipe-line companies is generally approved. It is a recognized fact that the splitting up of the Spindle Top and Sour Lake fields into sixteenths, thirty-seconds and sixty-fourths of acres was largely responsible for the early decline of these fields, the promiscuous drilling of imperfect wells admitting water into the oil sands and causing great damage to the fields. Some of the same people who were interested in

the Hogg-Swayne syndicate, whose members were leaders in the land-peddling business which led to the subdivision of Spindle Top and Sour Lake tracts into thirty-seconds and sixty-fourths, are connected with the Colorado syndicate, ex-Governor J. S. Hogg being among them.

The pipe-line companies have the situation pretty nearly in their control. One of these, the J. M. Guffey Petroleum Co., suffered severely on account of the slicing up of the Spindle Top territory, and the officers of this company have assumed a very positive attitude with regard to the proposed subdivision of Batson land into tiny parcels, with wells within twenty feet, and sometimes ten feet, of each other, which is a condition that exists at both Spindle Top and Sour Lake. Those who oppose the peddling of small tracts do so on the ground that the efforts of a few land speculators to make money in this way should not be allowed to succeed to the detriment of the oil industry, and furthermore, the Batson oil is of such a volatile nature that to sink wells close together and permit them to run into settling tanks nearby would menace the entire field. The danger from fire as a result of the volatile character of the oil and the deadliness of the gas which comes from the oil has been clearly shown in several instances. Batson has had four fires, and the utmost precautions are necessary to prevent the destruction of surface property through this cause.

The Spindle Top field has been extended by two wells which have been brought in within the last twenty days. One, on the property of the Cartwright Oil & Development Co., is 200 yards west of the nearest well in old defined territory. The National Oil & Pipe Line Co. also has a well about midway between the old development and the Cartwright well. The Cartwright well came in flowing, and is good for 600 barrels. The National well is good for the same. Both companies have made locations for additional wells in this new territory.

The new year opens auspiciously for the Texas fields. Batson promises to supply as much oil as Sour Lake has produced, or more, and it is of far better quality for refining purposes. With indications of new discoveries at various points in Southeast Texas the oil industry in this section, as a whole, is in most prosperous condition.

HOLLAND S. REAVIS.

### VALUES WELL MAINTAINED.

#### Increasing Interest of Buyers in the Birmingham Market.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., January 18.

The past week showed no diminution in the demand for iron. On the contrary, it showed an increasing interest on the part of the buying element, and the transactions in volume were very satisfactory. And the values that were current were very firmly maintained. There was very little effort made to force a lower range of values. The attempt in that direction met with such prompt resistance all along the line that it was quickly squelched, and the market was held steady all the week on the basis of \$10 for No. 2 foundry. There were no large orders of individual magnitude, but the aggregate of the business done was of very respectable proportions.

The largest order reported was for 3000 tons on the basis of \$10 for No. 2 foundry, and in which No. 4 foundry was rated at \$9.25. There was another order for 1500 tons on the basis of \$10 for No. 2 foundry, and there were some further orders running to 1000 tons each on the same basis. The bulk of the business was in lots running from 1000 tons down. Their aggregate amounted to a very respectable amount, although no one could call the

market as an active one. There was one sale of 500 tons carrying 2 per cent. silicon at \$9.50, and one carrying 2½ per cent. at \$10. One buyer made a strong effort to take on some No. 1 soft below \$10.50, but was turned down by all the sellers. Some No. 3 foundry went at \$9.50, and some No. 4 foundry at \$9.25. Very little went for delivery beyond current quarter, and when it did, it was to round out an order in which the major part was for delivery in the current quarter. Some prices were made for delivery the second quarter, but none were made on basis of current values. An advance was asked varying from \$1 to \$1.50 over prevailing prices, and there resulted no business. This is mentioned to illustrate the feeling of confidence that pervades the trade in the future of values. To give one a correct idea of the business that has been done and is now being done, it can be stated that for the ten days surrounding Christmas the sales of a leading interest aggregated 26,000 tons, and since that period their sales have exceeded their output. All the others do not equal this, but the statement can be taken as a barometer of the state of the iron trade. But no one has stated that the market was active, for the reason that the orders have been more evenly distributed than has been the case in the immediate past.

Shipments are continuing to be very free, and will be so for some time. The report of the Southern iron committee shows that for the month of December the total iron moved was 186,671 tons, of which this district supplied of pig-iron 109,974 tons. The exports amounted to 3915 tons, divided between 3735 tons of pig-iron and 180 tons of cast-iron pipe. The total shipments of cast-iron pipe were 6695 tons, and of this amount this district furnished 4475 tons. The steel rails shipped were 160 tons, while the steel billets counted up about 870 tons. The report of the car-service association for 1903 shows that it handled 733,816 cars, as against 615,937, an increase of 117,879 cars over the preceding year. These two reports show the volume of business connected with the district, and is practical evidence of its value to the various railroads which handle all this freight. They further explain the reason why all the roads pointing this way are making efforts to obtain a foothold here.

The steel mill is as yet pushing preparations to resume operations in the near future. Your correspondent has information from official sources that everything will be in operation about the 25th of the current month. The rolling mill at Bessemer, which is the property of the Tennessee Company, resumed operations today with orders sufficient to keep it employed for some time to come. To dispel the idea that this company is not making basic iron, it can be stated that moderate amounts of basic iron can be had at \$10. The sales of this grade of late have been restricted. The pipe works continue to report in the most flattering way concerning current business and of new business coming in sight. Some contracts have been taken of late for the island of Porto Rico, and negotiations are under way for other points. Quotations have been changed, inasmuch as the inside figures have been moved up towards the outside prices. As they stand now, for six-inch and larger sizes up to sixteen and eighteen inches the price is \$24 to \$25, while for the still larger sizes the price is \$22 to \$23. It must be understood that these prices are only approximate quotations. Those in the business know that prices just for information and prices for business in sight are given each from its own standpoint. The pipe people don't usually give away

their inside prices unless business is meant.

At a meeting of the Continental Gin Co. held here the past week a dividend of 5 per cent. was declared, and S. I. Munger was re-elected president, with A. W. Smith as vice-president and treasurer, and N. W. Proctor as secretary. Every question decided in the meeting was by a unanimous vote.

The car company over at Anniston has been recently bought by Capt. J. M. Elliott, who was but a short time back practically the main factor in the life of the Southern Car & Foundry Co.

Some interesting experiments are being made by the Grasselli Company with the iron pyrites that are being mined in Clay county east of us, and to which the L. & N. R. R. has lately built an extension. So far the results are very encouraging, and the belief is firm that the company can use it successfully in the manufacture of fertilizers and in other lines. If this be so, then a market is created right here at home for the output, and another local industry will be successfully put on its feet.

There is no foundation for reports about shipments being delayed by recent purchasers of iron which are in circulation on the outside.

J. M. K.

#### RUMORED LAND DEAL.

**Big Chicago Packers Said to Plan Great Industry in the South.**

A special dispatch from Chicago to the Louisville Courier-Journal says that the Swifts, the Armours, Nelson Morris & Co. and Schwarzschild & Sulzberger, the large packers, are reported to have bought 1,000,000 acres of land in the southern part of Alabama and the northern part of Florida, and that persons interested see behind the purchase a plan to revolutionize the dressed-meat industry of America. It is said that the packers intend to establish on reclaimed swamp land and pine territory the greatest cattle-feeding ground in the world and save money in freight rates by avoiding double hauls. It is further stated that they propose to fatten cattle on cassava and to establish factories for making starch and other products from the cassava root.

A statement in the Chicago dispatch that the land was purchased from the Louisville & Nashville Railroad is denied by Mr. G. A. Park, general immigration and industrial agent of the company, who telegraphs to the Manufacturers' Record that he knows nothing of the matter. According to the dispatch from Chicago, the price paid was an average of \$3.75 per acre, or a total of \$3,750,000.

#### New Industries for Louisville.

The Commercial Club of Louisville, Ky., has just arranged for the establishment of two large manufacturing interests there. One is a Portland cement plant to be built by a company with capital stock of \$1,000,000, its chief promoter being Samuel Horner, Jr., of Philadelphia, Pa. Steel fireproof buildings will be erected, equipped for a daily output of 5000 barrels. There will also be 150 houses erected for the employees and officers. Wm. H. Baker of Louisville is the engineer in charge. The other industry is a plant for manufacturing building blocks. H. Boutele of Chicago is the principal in this enterprise, and proposes, it is reported, to invest about \$500,000. J. F. Elsom of New Albany, Ind., will be the chemist in charge, and W. W. Allen of Louisville is the architect for the buildings.

The Chamber of Commerce of Charleston, S. C., has elected Mr. E. P. Ravanel, secretary and treasurer.

## RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### NEW ROAD IN ALABAMA.

**Seaboard Would Be Given a Connection to New Orleans and the West.**

The Dallas Construction Co. writes from Birmingham, Ala., to the Manufacturers' Record that it has been organized to build the proposed Birmingham, Monterey & New Orleans Railway, but that it is now too early to state when contracts will be let. The locating engineers are commencing the final reconnaissance, and the field parties will not get to work until about February 1. The officers of the construction company are S. N. Wood, president; T. C. Purdy, vice-president and general manager; T. L. Adams, secretary, and J. E. Simmons, treasurer.

The prospectus, prepared by Mr. W. D. Yates, chief engineer, says that the line proposed is from Birmingham, Ala., via Pratt City, Ensley and Bessemer by the existing road of the Frisco system, and a new line from Bessemer to be built down the west side of Red mountain to a favorable gap, where the line will cross to the east side and continue to Belle Ellen and Blocton, whence it will go down Hills creek, Shultzes creek and Cahaba river valleys to Scottsville and Centerville. At the latter point one branch will run via Riderville, Billingsley and Grand View to Montgomery, Ala., and another branch will run from Centerville via Greensboro and Demopolis, Ala., to Meridian, Miss. A cross line connecting these branches is also proposed from Billingsley to Greensboro.

This will provide routes as follows: Birmingham to Montgomery, 116 miles, as compared with 97 miles by the present road; Birmingham to Meridian, 160 miles, as compared with 157 miles at present; Birmingham to Savannah in connection with the Seaboard Air Line from Montgomery, as compared with 248, 261 and 268 miles, respectively, by present routes. Between Montgomery and Meridian the distance will be 130 miles, as compared with 128 miles; from Montgomery to Blocton, 85 miles, as against 93 miles, and from Montgomery to Bessemer, 103 miles, which is the same as the distance at present. From Kansas City to Savannah, in connection with the Frisco system and Seaboard Air Line, the distance would be 709 miles, as against 729 miles by one of the present routes and 805 miles by another.

Southbound from Birmingham to Meridian the opposing grade would be thirty-two feet per mile; northbound from Montgomery to Birmingham there would be forty-three feet per mile, and all the rest thirty-two feet per mile. On existing lines the grades are fifty-three to sixty-six feet per mile, but one of these between Birmingham and Montgomery will be reduced to thirty-seven feet for southbound traffic and forty-three feet per mile for northbound traffic.

It is claimed that the building of this line will give the Seaboard a short route to New Orleans (connecting with the New Orleans & Northeastern) for business from New York and Washington, and will also give it a through connection from Savannah for business to and from the West, besides a Northwestern outlet. The new road would also connect with all the industries at Birmingham. Ensley and Bessemer, and south of the latter point for twelve miles it would open up a red-ore field along South Red mountain. From the north line of Bibb county until nearly to Centerville it would open up a field of

excellent coking and steam coal, which is now mined at Blocton, Belle Ellen and Hargrove. From Centerville to Montgomery, it is stated, much good timber land and agricultural territory will be traversed, while the branch to Meridian will run through one of the best sections of Alabama.

The plan, it is stated, is to enable the road to haul as large a trainload as possible with reasonable expenditures for grades. The estimate given is that the grading on the Birmingham section would require the handling of 35,000 cubic yards per mile, on the Montgomery section 30,000 cubic yards per mile, and on the Meridian section 20,000 cubic yards per mile. The estimated cost for grading, bridging, rights of way, track, etc., is \$22,200 per mile, while the total cost of the line, including shops and other buildings, equipment, financing and other expenses, is estimated at \$40,000 per mile, this being approximate.

### RAILROAD DEAL PENDING.

**Atlantic & Birmingham and Brunswick & Birmingham May Merge.**

A report from Atlanta says that negotiations for the consolidation of the Atlantic & Birmingham and the Brunswick & Birmingham railroads are pending, and it is expected that the two properties will soon be merged. By such a deal the Atlantic & Birmingham would secure a seaport, trains being diverted at Nichols Station and running thence over the Brunswick & Birmingham to Brunswick, Ga.

The Atlantic & Birmingham Railway now extends from Waycross to Montezuma, Ga., 139 miles, while from Fitzgerald, sixty-one miles west of Waycross, a branch extends southwest eighty miles to Thomasville, Ga. Nichols Station, at which point connection is made with the Brunswick & Birmingham, is twenty-nine miles west of Waycross. The Brunswick & Birmingham is eighty-four miles long from Brunswick to Nichols. Between the latter point and Bushnell, twenty-one miles, it uses the tracks of the Atlantic & Birmingham and then continues from Bushnell over its own line to Irwinville, twenty-nine miles from Bushnell, making the total trackage of the Brunswick & Birmingham 113 miles.

The declared purpose of the Atlantic & Birmingham is to build through to Birmingham, Ala., and it is expected that if the Brunswick & Birmingham is secured for a coast outlet, construction to the great iron and steel district of Alabama may be undertaken all the sooner. The officers of the Atlantic & Birmingham are W. G. Raoul of New York, president; George Dole Wadley of Waycross, Ga., vice-president and general manager, and H. M. Atkinson of Atlanta, Ga., and others are also interested, among the directors being Percy R. Pyne of New York, James Swann of Atlanta, Alexander Bonnyman, W. J. Swain and B. H. Williams of Waycross, Ga. The officers of the Brunswick & Birmingham are Charles L. Hyde, chairman of the board; Bird M. Robinson, president, and J. C. Bushnell, treasurer, all of New York, and G. W. Berry, general manager, Brunswick, Ga.

About six weeks ago it was reported that the Atlantic & Birmingham Railroad would be extended to Atlanta, instead of to Birmingham, and that it would become connected or affiliated with the Seaboard Air Line. Color was lent to this report because the Old Colony Trust Co. of Boston or gentlemen prominently connected therewith are interested in the Seaboard Air Line, as well as in the Atlantic & Birmingham. It is expected that with the closing of a deal for the Brunswick & Bir-

mingham some important developments will occur.

### WABASH'S ACTIVE WORK.

**Preparing to Handle Tonnage to Baltimore in About a Year.**

President Joseph Ramsey, Jr., of the Wabash Railroad is reported as saying that the link now being built between Cumberland and Cherry Run to connect the Western Maryland and West Virginia Central railroads will be six miles shorter than the Baltimore & Ohio's line between the same points. Moreover, that upon the completion of the link in the spring of 1905, or possibly by the end of this year, the road will be able to carry a heavy tonnage to tidewater at Baltimore. As for the grades over the mountain, he is said to have remarked that the Western Maryland has no worse grades than those of competitors over which large tonnage is hauled, yet tunneling the Blue Ridge to avoid the heaviest grade is a step which may be taken before long. The double-tracking of the road must also be done soon, but without either of these improvements it will be in position at the time stated to handle a heavy business.

These statements from Mr. Ramsey are particularly interesting because of the fact that construction work is being pushed unceasingly on the tidewater connection at Baltimore, as well as on the Cumberland & Cherry Run link. The suspension of work on the Buckhannon & Northern connection in West Virginia is only until spring, when the severe winter of the mountain region will be past, it being practically impossible to push construction there while cold and snow prevail.

### ATLANTIC & NORTHWESTERN.

**Particulars of the Goldsboro & Seven Springs Improvement Plan.**

Mr. E. A. Humphrey, president of the Humphrey-Gibson Company of Goldsboro, N. C., writes to the Manufacturers' Record that the Goldsboro & Seven Springs Securities Co., lately incorporated, will about April 1 begin construction of the Atlantic & Northwestern Railroad from Goldsboro to Seven Springs, fifteen miles.

Continuing, Mr. Humphrey writes: "The charter for said railroad was obtained by us from the legislature of 1901, and gives the incorporators the privilege of extending the same from Seven Springs to the coast, and authorizes the calling of elections in the various towns, townships and counties through which the same proposes to run.

"The Goldsboro & Seven Springs Securities Co. has just purchased the famous Seven Springs property, together with 800 acres of land contiguous thereto, and intends to develop and improve the same, and with that end in view will construct the above-mentioned railroad from Goldsboro to that point.

"We propose building a steam road, but in all probability will make the same a combination line in order that we may be enabled to operate a trolley line whenever the company desires to do so. The contract for the construction of the railroad will be let in March."

The names of the incorporators of the company were published in last week's issue of the Manufacturers' Record.

### Durham & Southern.

The Durham & Southern Railway has been chartered at Durham, N. C., to build a line from Durham to Apex, twenty miles. The incorporators are B. N. Duke, New York; J. E. Stagg, J. C. Angier, C. W. Toms, F. L. Fuller and Geo. W. Watts of Durham, who are directors, and J. B. Duke, New York; W. C. Bradsher,



J. S. Cobb, A. Lyon, John F. Wiley, I. F. Hill, J. B. Mason, W. Duke, Peter Arrington, J. H. Mahler, W. A. Erwin, L. J. Jones, T. B. Fuller, J. E. Pugh, J. H. Southgate, W. W. Flowers, P. A. Noell, W. T. O'Brien of Durham, and H. E. Norris of Raleigh.

The new road will connect at Apex with the Cape Fear & Northern, in which the Dukes are also interested. A survey is now being made, and work will, it is stated, be pushed as fast as practicable.

### Texas City Terminals.

The Texas City Terminal Co., according to the Houston Chronicle, has hundreds of workmen employed at Texas City, near Galveston, in building immense docks, and arrangements have been made to construct what will be the largest grain elevator in the South. Work is also to begin soon upon dredging a 25-foot channel to the docks. The terminal company is further said to be building its track to Alta Loma, where it will connect with the Santa Fe system. It is rumored that the Rock Island is interested. A. B. Wolvin of Duluth, Minn., is president of the terminal company.

### Railroad Notes.

The new bridge over the Mississippi river between Thebes, Ill., and Gray's Point, Mo., will, it is expected, be ready for operation by November 1 next.

Mr. N. D. Maher has been elected general manager of the Norfolk & Western Railway, relieving President Johnson of the duties of that position. Mr. Maher has been general superintendent of the road.

Mr. W. L. Breckenridge, chief engineer of the Chicago, Burlington & Quincy Railroad, writes from Chicago to the Manufacturers' Record denying the report from Texas that the company would build an extension to El Paso.

Mr. C. E. Ratcliff, president of the Arkansas Central Railroad, Fort Smith, Ark., writes the Manufacturers' Record denying the report that an extension will be made soon from Paris via Russellville and Heber to Bald Knob.

Mr. Bird M. Robinson, president of the Brunswick & Birmingham Railroad, 277 Broadway, New York, writes the Manufacturers' Record saying: "It is not true that we contemplate at this time an extension of the Brunswick & Birmingham Railroad from Irwinville to Worth."

Mr. George F. Rauldolph, general superintendent of the New York division of the Baltimore & Ohio Railroad, has been elected first vice-president of the system to fill the vacancy caused by the election of Mr. Oscar G. Murray to the presidency. Mr. Rauldolph will have charge of the traffic department.

Mr. Allan McLane, receiver of the Maryland Trust Co. of Baltimore, has been authorized by the court to borrow \$2,000,000 upon its securities of the Vera Cruz & Pacific Railway, it being proposed to spend the money, or as much of it as may be necessary, upon the line to liquidate a debt of \$136,000 to the Banco Nacional of Mexico.

Concerning the report that W. W. Sumnerlin and others are interested in a plan to build a railroad from Tallapoosa, Ga., to Montgomery, Ala., the Vanderbilt Timber, Mining & Southwestern Railway Co., of which he is manager, writes from Tullahoma, Ga., to the Manufacturers' Record that it is constructing a road in the direction of Montgomery, and has about ten miles graded, with track laid on seven miles, which is now being operated.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

### SEVENTY YEARS OF COTTON.

Range of Production, Home Consumption, Exports and Prices Since 1833.

In view of the general discussion of cotton throughout the business world, the following table, showing the production, consumption in the United States, the exports and the average price in New York for each year since 1832-33 may prove of interest:

Years.	Crop. Bales.	United States Consumption. Bales.	Exports. Bales.	Av. price per lb. midland uplands in New York. Cents.
1832-33	1,070,438	194,412	867,000	12.32
1833-34	1,205,394	196,413	1,008,981	12.90
1834-35	1,254,328	216,888	1,037,440	17.45
1835-36	1,360,725	236,733	1,124,000	16.50
1836-37	1,423,930	222,540	1,201,390	13.25
1837-38	1,801,497	246,063	1,555,434	10.14
1838-39	1,390,532	276,018	1,114,514	13.35
1839-40	2,177,325	285,193	1,892,132	8.92
1840-41	1,634,954	267,850	1,367,104	9.50
1841-42	1,683,574	267,850	1,415,724	7.85
1842-43	2,378,575	325,129	2,053,446	7.25
1843-44	2,030,409	346,750	1,683,659	7.73
1844-45	2,394,503	389,000	2,005,503	5.63
1845-46	2,100,537	422,600	1,677,937	7.87
1846-47	1,778,651	428,000	1,350,651	11.21
1847-48	2,439,786	616,044	1,823,742	8.03
1848-49	2,896,338	642,485	2,253,853	7.55
1849-50	2,233,718	613,498	1,620,220	12.34
1850-51	2,454,442	483,514	1,970,928	12.14
1851-52	3,126,310	689,903	2,436,407	9.50
1852-53	3,416,214	803,725	2,612,489	11.02
1853-54	3,074,979	737,236	2,337,743	10.97
1854-55	2,982,634	706,417	2,276,217	10.39
1855-56	3,665,557	777,739	2,887,818	10.30
1856-57	3,093,737	819,936	2,273,801	13.51
1857-58	3,257,339	595,562	2,661,777	12.23
1858-59	4,018,914	927,651	3,091,263	12.08
1859-60	4,561,292	978,043	3,583,249	11.11
1860-61	3,849,469	843,740	3,005,729	12.01
1861-62	.....	.....	.....	31.29
1862-63	.....	.....	.....	67.21
1863-64	.....	.....	.....	101.50
1864-65	.....	.....	.....	83.38
1865-66	2,269,316	696,100	1,573,216	43.20
1866-67	2,097,254	770,030	1,327,224	31.59
1867-68	2,519,554	906,636	1,612,918	24.85
1868-69	2,366,467	826,374	1,540,093	29.01
1869-70	3,122,551	865,160	2,257,391	23.98
1870-71	4,353,317	1,114,196	3,239,121	16.95
1871-72	2,974,351	1,237,330	1,737,021	20.48
1872-73	3,930,508	1,201,127	2,729,381	18.15
1873-74	4,170,388	1,305,943	2,864,445	17.17
1874-75	3,832,991	1,193,005	2,639,986	15.13
1875-76	4,632,313	1,351,870	3,280,443	13.15
1876-77	4,474,069	1,425,013	3,049,056	11.73
1877-78	4,773,865	1,489,022	3,284,843	11.28
1878-79	5,074,155	1,558,329	3,515,826	10.83
1879-80	5,761,252	1,789,978	3,971,274	12.02
1880-81	6,695,750	1,938,987	4,756,763	11.34
1881-82	5,456,048	1,964,535	3,491,513	12.16
1882-83	6,949,756	2,073,096	4,876,660	10.63
1883-84	5,713,200	1,576,683	4,136,517	10.64
1884-85	5,706,165	1,753,125	3,953,040	10.54
1885-86	6,575,691	2,162,544	4,413,147	9.44
1886-87	6,505,087	2,111,532	4,393,555	10.25
1887-88	7,046,833	2,257,247	4,789,586	10.27
1888-89	6,338,290	2,314,091	4,024,199	10.71
1889-90	7,311,322	2,390,959	4,920,363	11.53
1890-91	8,652,597	2,672,023	5,980,574	9.03
1891-92	9,035,379	2,876,846	6,158,533	7.64
1892-93	6,700,365	2,431,134	4,269,231	8.24
1893-94	7,549,817	2,319,688	5,230,129	7.67
1894-95	9,901,251	2,946,677	6,954,574	6.50
1895-96	7,157,346	2,504,972	4,652,374	8.16
1896-97	8,757,964	2,847,351	5,910,613	7.72
1897-98	11,199,994	3,442,581	7,757,413	6.22
1898-99	11,274,840	3,589,494	7,685,346	6.16
1899-00	9,436,416	3,665,412	5,771,004	8.69
1900-01	10,835,422	3,588,501	7,246,921	8.96
1901-02	10,680,665	3,988,550	6,692,115	8.75
1902-03	10,727,559	4,161,374	6,566,185	10.27

Prior to 1832 the average price of cotton had ranged from about 14 or 15 cents to as high as 40 cents a pound. In 1832-33 the average price for midland cotton in New York for the year was 12.32 cents, reaching in 1834-35 17.45 cents. In 1838-1839 the average was 13.36 cents, and from this there was a sudden drop, when for seven years the average in New York ranged between 5.63 cents, the lowest average on record, up to 9.50 cents, rising again in 1846-47 to 11.21, and then dropping in the two following years to 8.03 and 7.50, respectively. After this period the average price of cotton was never again as low as 10 cents, except for one year, 1851-52, until 1885-86, when the average was 9.44 cents. Omitting the war period and the few years following, the general

run of prices between 1849-50 and 1889-90 was from about 10.50 cents a pound to 13.50 cents. In 1890-91 there commenced the long period of prices which for ten or twelve years gave but a narrow margin of profit to Southern producers; in fact, during several years of that period it is doubtful if the crop yielded to the producers any profit whatever. The two periods of low prices, the one between 1839-40 and 1849-50 and the one between 1890-91 and 1901-1902, are the only periods in the history of cotton in the last hundred years when the average prices for a year went below 10 cents a pound, except for the two years stated. These figures are of interest in the study of the present situation in cotton.

### GUARANTEED COTTON PRICES.

A Movement Looking to a Discontinuance of Them.

After a conference of their mill friends and salesmen representing all parts of the United States, the Cone Export & Commission Co. of Greensboro, N. C., which is closely identified with the manufacture and marketing of colored cotton goods of the South, announced that it had determined to discontinue the practice of guaranteeing prices against decline for unfilled contracts. In a letter to its customers the firm said:

"The reason for this must be apparent to you at a glance, and it must also be clear to you that it is an inequity and injustice to the mills. There is no way for the mills to guard against a squeeze in cotton or against a natural advance in cotton other than to cover their sales by the prompt purchase of raw material. We have, therefore, definitely concluded to discontinue the guarantee of prices on all our cotton fabrics and to have our friends and customers distinctly understand that a purchase once made is binding upon both parties to the contract at the price, terms and conditions at which it is made."

This step, taken by such an influential company, may result in the passing of a custom which is inequitable for the manufacturer and which has worked to the disadvantage of Southern mills. The guarantee has been to the effect that if, before the completion of a contract for delivery of goods, the market should show a decline, the purchaser of the goods should have the benefit of that decline in a proportional decrease in the cost to him of the goods. At the same time, there was no guarantee that the manufacturer should have the benefit of a possible advance in the market, nor was he protected against an increase in the cost of the raw material. It was a case of the manufacturer's holding the bag in any event.

Cotton manufacturers have, because of the extreme fluctuations in cotton during the past two years, been in a very uncomfortable situation, and not a few of them have been unable to see how it would be possible for the manufacturers of colored cotton goods to continue their system of guaranteeing prices on unfilled portions of orders. For example, in the spring of 1903 the manufacturers sold a great many goods for summer and fall deliveries, making their bargains at a time when cotton was in the neighborhood of ten cents a pound. The mills, believing that this price was too high and speculative, and expecting that the price would drop back, failed to cover their sales with cotton because of the guarantee of the price on the goods. For if the price of cotton declined goods would have to be reduced in price. Instead of declining, cotton went to thirteen and fourteen cents, and some of the mills lost heavily on their production of July, August and September. They now find themselves confronted with the same condition. They are again selling goods

for spring and summer delivery, and if the mills do not provide themselves with cotton against these sales, and should cotton continue to advance to fifteen or seventeen cents, the profits of the mills now making sales on a basis of thirteen-and-one-half-cent cotton will be gone, and there will be a deficit. On the other hand, should the mills buy the cotton now, and should cotton decline in the spring and summer, when the planting for the new crop may promise an extraordinarily large yield, the decline in the price of the raw material would compel the mill to give the benefit of the decline to the buyer of the goods in accordance with the guaranteed price, and those mills having cotton bought at present prices would suffer seriously.

Such is the argument based upon experience in favor of the abolition of the guarantee. Such a step would be to the benefit of the manufacturers in any event, provided they may be strong enough to take it, whatever the buyer may desire. It is a step which manufacturers of all classes in cotton, iron and other goods should take.

In commenting on this matter Mr. D. A. Tompkins of Charlotte, while in Baltimore, said to the Manufacturers' Record:

"I think the movement inaugurated by the Cone Export & Commission Co. of Greensboro for the abandonment of guaranteeing prices of cotton goods beyond the day of the contract is a good one for the manufacturer and for the ultimate buyer. The increased prices to which raw cotton have gone may possibly have the effect of bringing about some very much desired reforms in the commerce of cotton products. Amongst these is the guaranteeing of prices to a future date, which the Cone Export & Commission Co. now proposes to abandon. It is self-evident that if cotton goods are sold at a time when cotton is twelve cents a pound and a guarantee is given that if in four months prices go down the buyer shall have the benefit of the reduction, while if prices go up the contract stands, the seller must suffer serious loss in having to deliver goods on a basis of twelve-cent cotton after cotton has gone to a price of thirteen or fourteen cents a pound. It must of necessity be very confusing to have out contracts which under certain circumstances are not contracts, and in doing business in this way the result is that the buyer holds an option to call for the goods at the price if prices go up, and to refuse them if prices go down, or to make a deduction from the contract price. Any features of commercial transactions which are unstable and uncertain are injurious to both sides. The merchant can do better if he knows his goods are bought and knows the price at which they are bought. I hope that not only the Cones will carry through this new movement, but that all those who handle cotton goods will co-operate and bring about a complete reform."

### The Etowah Mills.

In October last and previously the Manufacturers' Record gave brief details regarding the cotton-manufacturing enterprise being promoted by W. I. Young, then of Atlanta, Ga., but now of Greensboro, N. C. It was stated that arrangements were being perfected for the erection of buildings and the installation of an equipment of 15,000 mule spindles and 450 looms, to be located at Greensboro. The company has now applied for incorporation, and will be known as the Etowah Mills, its authorized capital to be \$1,000,000, of which about \$500,000 will be invested in the initial plant. Besides the machinery mentioned, there will be carding apparatus and other complementary equipment, also a complete dyeing equip-

ment for handling raw cotton through every process up to readiness for market. J. E. Sirrine of Greenville, S. C., engaged as engineer in charge of construction, is preparing the plans and specifications. Northern capitalists will be interested in this mill.

#### A \$250,000 Mill Completed.

One of the new companies of last year was the Siluria Cotton Mill Co. of Siluria, Ala. This company has invested \$250,000, and its plant is about completed. The plant includes a two-story main building 400 feet long, containing 10,336 spindles and 300 looms, with carding machines, etc., for the production of 3000 pounds of 28-inch print cloths daily. Its power plant can supply 20,000 spindles, and it is the company's intention to duplicate the textile machinery as soon as the initial equipment is operating successfully. A steam engine direct connected to a 450-kilowatt generator transmits the power to electric motors distributed throughout the mill. A village of forty-five operatives' cottages and a warehouse of 1000 bales capacity surrounds the mill. About 176 operatives will be employed. Messrs. W. B. Smith, Whaley & Co. of Columbia, S. C., and Boston, Mass., were the engineers in charge. T. C. Thompson of Birmingham is president, and Brevard D. Miller is secretary.

#### Rebuilding at Clifton, S. C.

It is interesting to note that the Clifton Manufacturing Co. of Clifton, S. C., is making steady progress on the reconstruction of its mills that were damaged in the Paoleto flood last June. The buildings for mill No. 1 have been repaired, equipment that was damaged has been overhauled and put in perfect condition, while new machinery has been installed to replace destroyed equipment. This mill can soon resume manufacturing. About \$75,000 is the amount being expended on Nos. 1 and 2 mills. The No. 3 mill, the building to cost about \$110,000, is being rebuilt on a higher site. Contract with Messrs. T. C. Thompson & Bros. of Birmingham, Ala., calls for completion by April 1. There will be 35,000 spindles and 1050 looms, with both electric and steam power, in No. 3 mill. Its machinery will cost about \$500,000.

#### Riverside and Dan River Companies.

The annual meeting of the Riverside Cotton Mills of Danville, Va., was held during the week, and the reports of the management showed that the net earnings of the year were satisfactory. It was decided to subscribe an additional \$250,000 to the capital stock of the Dan River Power & Manufacturing Co. (thereby increasing the company's holdings to \$500,000), instead of building a \$350,000 addition to the Riverside plant, as had been contemplated. Full details regarding the Dan River Company have previously been presented in these columns. It is a \$2,000,000 enterprise which is building mills for 80,000 spindles and 2400 looms on the Dan river, and is closely allied with the Riverside company. An extensive water-power-electrical plant is a part of the developments.

#### Williamston Mills' Enlargements.

At a called meeting of the Williamston (S. C.) Mills on January 12 the stockholders authorized the directors to increase capital stock from \$200,000 to \$300,000. This additional stock will be sold at par to the amount of \$100,000, or as much as is necessary to purchase machinery for equipping the addition to main mill completed recently. The company at present has 14,336 spindles and 360 looms in operation, manufacturing cloth, and will add

10,664 spindles and 240 looms to increase the total equipment to 25,000 spindles and 600 looms. J. E. Sirrine of Greenville, S. C., is the engineer in charge of the betterments. The company was mentioned in these columns in July, 1903, as having decided upon erecting the addition referred to. James P. Gossett is president.

#### A Large Cordage Mill.

An extensive plant for the manufacture of netting and cordage of every description will be built at Baltimore, Md., by the Wm. J. Hooper Manufacturing Co., Jos. Tate, general manager, 116 South street. Plans and specifications for the building will be prepared, and the construction work is expected to begin soon. A site 500 feet square has been purchased during the week. The amount to be invested has not been announced, but further details will be furnished later. It is stated from 250 to 300 operatives will be needed to operate the mill. The Hooper Company is also interested in a similar mill, the Mountain Island Mills of Mountain Island, N. C., for which it is selling agent. This mill has 6200 ring spindles and 104 looms.

#### To Manufacture Fine Yarns.

Some weeks ago reference was made to the incorporation of the Calumet Manufacturing Co. of Liberty, S. C., with an authorized capital stock of \$150,000. The stockholders met during the past week and elected the following directors: Messrs. H. L. Clayton, D. K. Norris, J. P. Smith, O. A. Robbins, R. F. Smith, J. S. Wilson, B. H. Callahan and C. E. Hamilton. H. L. Clayton was chosen president. The company has decided to build a mill for the manufacture of fine yarns, using long-staple cotton from Mississippi, the Sea Island and Egypt. The exact equipment has not been determined yet, but probably only \$100,000 will be invested in the initial plant.

#### Adding 10,000 Spindles.

Mention was made last week of the Knoxville Cotton Mills of Knoxville, Tenn., as filing a mortgage to secure \$50,000 for improvement purposes. This amount is only a portion of that being expended. The company is now installing the new machinery, which will include 10,000 spindles, and the manufacture of hosiery yarns will be continued. All contracts have been awarded for the equipment, but no new building is required, as there is ample capacity in the original structure.

#### Spray's New Woolen Mill.

The manufacture of blankets will be begun this month by the Spray Woolen Mills of Spray, N. C., and the company is in the market for a first-class grade of wool. Last summer the Manufacturers' Record gave details of this plant, when announced as to be built. The building is two stories high, 75x275 feet, containing a "four-set mill" consisting of 2600 mule spindles and 60 blanket looms. The daily output at the start will be 200 pairs of blankets. B. Frank Mebane is president.

#### To Double Its Plant.

The annual meeting of the stockholders of the Humboldt Cotton Mills was held at Humboldt, Tenn., on January 12. After re-electing the management the company decided to double its plant, and the capital stock will be increased in order to provide the necessary funds. Arrangements will be made at once to contract for erection of building and for machinery. The company at present has 5000 ring spindles and 170 looms. It will manufacture four to six-yard cloths and yarns.

#### The Cotton Movement.

In his report for January 15 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 137 days of the present season was 7,444,629 bales, an increase over the same period last year of 86,860 bales; exports were 4,159,824 bales, an increase of 234,460 bales; takings by Northern spinners 1,194,787 bales, a decrease of 5530 bales; by Southern spinners 925,220 bales, an increase of 4664 bales.

#### A \$50,000 Batting Mill.

Reference was made last week to the batting mill proposed at New Orleans by Nugent N. Isenberg of Greenville, Miss. The enterprise is assured, and will probably be in operation by May 1. A company will be organized, with capital stock of \$50,000, to operate the plant, and contracts for the required machinery have been awarded. Commercial batting, comforts and mattresses will be manufactured, the daily capacity to be 10,000 pounds.

#### Textile Notes.

Opelika (Ala.) Cotton Mills has declared a semi-annual dividend of 11 per cent.

Tifton (Ga.) Cotton Mills has declared a semi-annual dividend of 2½ per cent.

Nashville (Tenn.) Woolen Mills has declared a semi-annual dividend of 4 per cent.

Salisbury (N. C.) Cotton Mills has declared a quarterly dividend of 2½ per cent.

Highland Park Manufacturing Co., Charlotte, N. C., has paid a semi-annual dividend of 5 per cent.

It is rumored the Georgia Manufacturing Co. of Columbus, Ga., will build an addition to manufacture yarns. Its mill now produces sheetings, having 25,000 spindles and 786 looms.

Coulter & Lowry Co. has let contract for the erection of two more warehouses at Greensboro, N. C. This company operates cotton goods finishing plants in that city and in Philadelphia. Increasing business at the Southern branch necessitates the warehouses.

It is reported that the Fort Mill Manufacturing Co. and the Millfort Manufacturing Co. of Fort Mill, S. C., will abandon steam-power and install electric plants for operating their cotton mills. The former has 8528 spindles and 423 looms, and the latter 5408 spindles and 334 looms.

It is announced that the lint from partly opened cotton bolls, which was formerly lost because it could not be handled, is now being obtained by running the boll through a thresher. Samples of such lint obtained in Texas have been sent to the Eagle & Phenix Mills at Columbus, Ga.

Alcorn Woolen Manufacturing Co. of Corinth, Miss., reported last month as to increase its capital from \$50,000 to \$100,000, will expend the additional capital for improvements that will double its capacity. There are twenty-four looms, 200 sewing machines, etc., in the equipment at present.

The owners of a cotton mill in New York contemplate removing their 4000 spindles to Mississippi, and the citizens of New Albany are endeavoring to secure the enterprise for that city. M. Schuler, industrial commissioner of the St. Louis & San Francisco Railroad, offices at St. Louis, Mo., is in correspondence with the manufacturers.

It is stated that J. T. Fyans of Fall River, Mass.; A. T. Knight of Providence, R. I.; W. B. Rodgers, president of the Interstate Trust Co., New Orleans,

La., and associates will build a cotton mill at Laurel, Miss. Messrs. Fyans and Knight were mentioned last week in connection with a mill enterprise at Meridian, Miss., and it is said they contemplate a plant of similar size at Laurel. The equipment proposed is 15,000 spindles and 450 looms, requiring an investment of about \$300,000.

Rapid progress has been made on the enlargements of the Lydia Cotton Mills of Clinton, S. C. The betterments were begun last year, comprising an increase of capital stock from \$60,000 to \$160,000 and the addition of 7000 spindles and 170 looms. The company's main building will accommodate 20,000 spindles and 600 looms, having a floor space of 80,000 square feet, and with the present installations will have a total of 12,500 spindles and 320 looms, representing an investment of about \$250,000. The product will be from 20s to 70s yarns and cloth woven in both plain and fancy designs. O. A. Robbins of Charlotte, N. C., is the engineer in charge.

#### QUOTATIONS OF COTTON YARNS.

By Buckingham, Paulson & Co., New York, Philadelphia and Chicago, January 19.

No. 10s-1 and 12s-1 warps.....	21	@21½
No. 14s-1 warps.....	22	@22½
No. 16s-1 warps.....	22	@
No. 20s-1 warps.....	23½	@
No. 6s to 10s yarn.....	19½	@20½
No. 12s-1.....	21	@
No. 14s-1.....	21½	@
No. 16s-1.....	22	@
No. 20s-1.....	23½	@
No. 22s-1.....	24½	@
No. 8s-2 ply soft yarn.....	20½	@21
No. 10s-2 ply soft yarn.....	21½	@22
No. 8s-2 ply hard.....	19½	@20
No. 10s-2 ply hard.....	21½	@22
No. 12s-2 ply hard.....	22	@22½
No. 14s-2 ply.....	23	@
No. 16s-2 ply.....	23½	@23½
No. 20s-2 ply.....	24½	@
No. 24s-2 ply.....	25	@
No. 28s-2 ply.....	25½	@
No. 30s-2 ply yarn.....	25½	@28
No. 40s-2 ply.....	31½	@32
No. 8s-3, 4 and 5 ply.....	19½	@20
No. 20s-2 ply chain warps.....	25	@
No. 24s-2 ply chain warps.....	25½	@26
No. 28s-2 ply chain warps.....	26	@26½
No. 30s-2 ply chain warps.....	28	@
No. 16s-3 ply hard twist.....	23	@23½
No. 20s-3 ply hard twist.....	24½	@
No. 28s-3 ply hard twist.....	25½	@

#### Turning to Mexico.

Mr. George E. Watson of Duluth, Minn., who has been in Mexico inspecting, with a view to purchasing, a large tract of cedar and pine land, said that the visit this month to Mexico of a large party representing the United Association of Lumber Dealers was due to the rapid disappearance in the United States of timber for box purposes. The route of the visitors was arranged to include Monterey, Saltillo, Torreon, Durango, Mexico City, Vera Cruz and other large places, with the object of inspecting the forests of cedar, pine and hardwoods, with a view to investments and to a study of the lumbering operations there.

#### A New Town Rising.

Fifty houses will be built immediately on the banks of Lake Borgne, La., at the mouth of the Lake Borgne canal, and a shipbuilding plant there has made arrangements to build twenty barges to convey coal from Alabama through the canal. It is reported that several other enterprises, including a lime factory, an oyster cannery and a lumber mill, are to be started at the place, which will probably be called Borgnemouth.

The Chamber of Commerce of Richmond, Va., has elected Messrs. Egbert G. Leigh, president, James R. Gordon and J. C. Freeman, vice-presidents; John H. Montague, treasurer, and R. A. Dunlop, secretary.

The San Antonio (Texas) Business Men's Club has elected Messrs. H. E. Hildebrand, president, and F. W. Cook and B. J. Mauermann, vice-presidents.



## COTTONSEED.

This department is open to the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

## Cotton Oil in Austria.

The imports of cottonseed oil in Austria decreased last year in consequence of the great increase in price. Cottonseed oil is used extensively there as a table oil, but the high prices during the past two years have placed it beyond the reach of the poorer classes, and cheaper oils have taken its place to some extent. The import duty on cottonseed oil is \$1.96 per 220 pounds. It is proposed by the government to increase this duty to \$8.12 per 220 pounds, which would be practically prohibitive. The United States consul, F. W. Hossfeld, at Trieste, disputes the claim of the advocates of the proposed increase that it is necessary for the up-building of the home oil industry, and he says:

"Olive oil never has been and probably never can be produced in Austria-Hungary in sufficient quantities to supply the home demand for table oil, and its cheaper substitutes, such as rapeseed oil and sunflower-seed oil, are rejected even by many of the less fastidious as unfit for human consumption. Attempts have been made to import the raw material and produce cottonseed oil in Austria, but all such attempts have failed because the cottonseed suffers by the long sea voyage and the quality of oil produced therefrom is greatly inferior to the American product. Experiments made with Egyptian cottonseed, which does not seem to undergo chemical changes during the comparatively short journey from Egypt to Austria, have shown that it is not fit for the manufacture of edible oil. Furthermore, it is not at all probable, if the cottonseed-oil industry were undertaken here, that a profitable market could be found in Austria-Hungary for the oilcake, which is so important a by-product of the cottonseed-oil industry, inasmuch as its yield constitutes from 85 to 90 per cent. of the weight of the raw material. Serious doubts must therefore be expressed whether the proposed imposition of a prohibitive import duty on cottonseed oil would in the long run accomplish its purpose."

## Oilcake in France.

The United States participated to the extent of about 20 to 25 per cent. in the recent importations of oilcake into France, the amounts received from the United States being 24,052 tons in 1902, 21,702 tons in 1901 and 27,736 tons in 1900. For the first eight months of 1903 the imports of oilcake from the United States were 14,320 tons, against 16,876 tons during the same period in 1902 and 11,952 tons in 1901. No classification is made in the custom-house statistics of the different kinds of cake which come into France, but while more American corncake has been imported this year, the quantities of linseed cake are probably about the same as in former years, and those of cottonseed oilcake considerably less.

## Cottonseed in Texas.

A member of the Texas Cottonseed Crushers' Association is quoted to the effect that the result of large purchases of cottonseed oil during the closing weeks of 1903 is indifference among buyers about further purchases, and an equal indifference on the part of the mills, especially as the buyers are offering from one and one-half cents to two cents a gallon less than the thirty cents at which the mills hold the oil.

## Cottonseed Notes.

During the past year there were shipped from Galveston 161,995 long tons of cottonseed meal and cake.

The cotton-oil mills at Hertford, N. C., are now running on double time with the expectation of being kept busy until mid-summer. Some of their products will be fed to several carloads of Dakota cattle which Hertford parties have purchased to fatten for the spring markets at Norfolk and Washington.

## Looking for Large Custom.

H. A. Kaysan of Cassel, whose New York address after January 24 will be care of the Kuy Scheerer Company, Nos. 225-233 Fourth avenue, New York city, writes to the Manufacturers' Record that he expects to spend three weeks in this country for the purpose of making business connections with American manufacturers seeking European markets. He is especially interested in articles weighing not more than ten pounds that may be used in households, hospitals or by large classes of people, so that a large demand may be created for them if handled properly.

## Goods for New Zealand.

Charles S. Owen of Dunedin, New Zealand, secretary of the New Zealand Express Co., Ltd., sends to the Manufacturers' Record a copy of the preferential trade act recently passed by the government in favor of British manufactured goods. He writes that whether this act will interfere with the trade between New Zealand and America it would be premature to say, but that there are a good many articles which New Zealand must have and which can be gotten only from America.

## Netherlands Trade.

Reub & Gleichman, No. 7 Ged. Glas-haven, Rotterdam, Holland, who have established themselves as commission merchants for foreign houses, write to the Manufacturers' Record that their territory is Holland and Belgium, and that for the present they are specially interested in all new apparatus for household use, in peanuts, dried fruits, furniture, staves, etc.; in fact, in a general importing business, although they may decide later on to settle on a few lines.

## Agency for India.

F. C. Krummel, No. 9 Weston street, Calcutta, India, writes to the Manufacturers' Record as follows:

"I am ready to push anything for the American manufacturers who would care to have an agent here in India. What I am looking for in particular at present includes manufacturers of bicycles and motor cars, tinned provisions, cheap jewelry, watches and clocks, cheap boots and shoes, iron and steel, cement and paints.

## Radiators for Argentina.

Jose Bernasconi, No. 36 Reconquista, Buenos Ayres, writes to the Manufacturers' Record that he could sell there decorated radiators of the four-column type, forty-four inches high. All the parts should be shipped to him separately, but with everything necessary for mounting. He would also like to have catalogues of fronts, foundations and domes with twenty branches of American steam boilers.

F. W. Sauer of Karolinenthal, Austria, writes to the Manufacturers' Record that he is interested in the introduction into his country of brass, pinchbeck, copper, sheet metals and wire.

## PHOSPHATES.

## South Carolina Phosphate.

In his message to the South Carolina legislature, Governor D. C. Heyward urged measures to make the phosphate industry a source of revenue to the State. He said:

"For the year ending August 31, 1893, the revenue of the State from this source amounted to \$249,338.02, whereas for the past year, ending October 31, it received only \$15,815.22. Ten years ago there were ten prosperous companies engaged in this business, there were about twenty large dredges at work, and Coosaw river and the vicinity of Beaufort presented one of the busiest scenes to be witnessed anywhere in the State. Today only two companies are struggling for existence, while dismantled and sunken dredges and deserted and decaying buildings alone tell of an industry which once, besides employing a large amount of labor and realizing handsome profits for those engaged in it, paid to the State, as has been estimated, \$1.33 for each working minute of the day.

"It is unnecessary here to refer to the variety of causes which have brought about this condition. Suffice it to say that although the board of commissioners have twice reduced the royalty with a hope of reviving the industry, it has been ineffectual, for, as I have already stated, there are only two companies at work, and these companies claim that on account of the scarcity of available rock mining cannot be carried on with profit at the present low prices.

"At your last session your body saw fit to abolish the office of phosphate inspector and to devolve the duties pertaining to that office upon the board of commissioners. Since the expiration of the term of that officer the companies have been reporting monthly to the comptroller-general and myself. While I am satisfied that these reports are correct, still there is now no one who can officially visit the locality where the work is carried on and look after the interests of the State, the annual visits of the board being, of necessity, merely superficial. Under these circumstances I would recommend that the State geologist be made a member of the board, and that, as far as practicable, the duties of the inspector be devolved upon this officer. The former importance of this business reminds us that it is our duty to use our best endeavors to make it again, if possible, a source of revenue to the State, and expert supervision and study of the natural conditions will tend to accomplish this result."

## Phosphate at a New Port.

Between September 25, 1902, and December 30, 1903, there were shipped through the new Port Inglis, on the west coast of Florida, 109,499 long tons of phosphate, valued at \$1,094,990. All but 37,164 tons were shipped by the Dannelon Phosphate Co., the other consignors being Ford & Hiller, H. J. Baker & Bro., C. S. Cullen and L. R. Chazal. The shipments, with the exception of 1352 tons for New Jersey, went to Hamburg and Stettin, Germany; Antwerp, Belgium; London, Newcastle and Hull, England; Boness, Leith and Aberdeen, Scotland; Malmo, Helsingborg, Landskrona and Linhamm, Sweden; Aarhus and Kastrup, Denmark; Dublin, Cork and Belfast, Ireland; Genoa, Italy; Rotterdam and Zwynrecht, Holland, and Cette, France. Other shipments through the port of coal, hay, feed, fish, lumber and wood, oysters and merchandise brought the total business of the port to \$1,122,728.

## Phosphate and Fertilizer Notes.

During December 13,560 tons of high-grade Florida phosphate rock were shipped through Savannah, the bulk of it going to Bremen, but 4290 tons going to Genoa and 1178 tons to Manchester.

The Tennessee Cooperage Co. has purchased for \$30,000 a tract of 5871 acres of land in Maury and Lewis counties, Tennessee, which is said to have large quantities of phosphate deposits beside its timber growth.

The second cargo of Peruvian guano to arrive at Charleston in twenty-five years reached there last week and will be tested by a Clemson College expert to determine whether it is suitable for use as fertilizer in the highlands of South Carolina. It is expected that 20,000 tons of this guano will be landed at Charleston during the year, several hundred thousands of it still remaining on Labos Island, off the coast of Peru.

The Business Men's League of Parkersburg, W. Va., has elected Messrs. C. H. Shattuck, president; E. L. Davidson, G. L. Watson, vice-presidents; O. S. Hawkins, secretary; Ed. Nelly, treasurer, and F. P. Moats, E. C. Gerwig, C. C. Wentz, C. E. Vandivender, C. T. Hiteshaw, W. W. Jackson, A. H. Geilfuss, Benjamin Nathan and William M. Hall, directors. The league enters upon its new year with unusually bright prospects, and with a purpose to do a great deal of work for its community.

During 1903 the Southern Pacific land and immigration department sold 1,287,000 acres of land in Texas and Louisiana in quantities ranging from 100 acres to 20,000 acres, and at prices from \$8 to \$30 an acre. It is expected that during the coming year more than 50,000 persons from the North and West will settle on these lands.

Since 1900 the population of Laurel, Miss., has increased from 3193 to 7000, its investments in manufacturing from \$1,320,000 to \$2,184,423, the value of its manufactured products from \$1,045,000 to \$2,031,500, the volume of its mercantile business from \$421,300 to \$1,233,241, and its banking capital from \$20,000 to \$180,220.

At the last meeting of the Petersburg (Va.) Chamber of Commerce it was reported that the transfer of the steamboat from Rappahannock river service to service between Petersburg and Norfolk was a direct result of work by the chamber, which had progressed to the point of the formation of a company to purchase a boat.

The Sanford & Brooks Co. of Baltimore has been awarded the contract for \$162,933.72 to cut away 400 feet of Hospital Point and digging an anchorage on Portsmouth flats, so as to widen the upper Norfolk harbor. The improvements will nearly double the present anchorage capacity of the harbor.

Enough peanuts are raised within easy reach of Hertford, N. C., to keep a peanut factory busy all the year, and a party of local capitalists who have already selected a site at Hertford are planning to build there a factory.

Growers of cassava around Candler, Fla., are now receiving \$5.50 per ton at Candler for their product, which is shipped to the Seminole Manufacturing Co. at Lake Mary, Fla., to be made into starch.

Lead ore advanced last week to \$58 a ton in the Joplin (Mo.) district.

More than 35,000 persons are employed in the fisheries of North Carolina.

## LUMBER.

### DREDGING FOR TIMBER.

#### Awkward Possibilities That Southern Lumbermen May Avoid.

It will be remembered that at the height of the unprecedented demand for iron two or three years ago a great deal of money was made in the utilization of slag-heaps, monuments of the antiquated and wasteful processes of handling the ore. Some of these slag-piles, dating back half a century and more, were the only evidences that furnaces had ever been operated in the neighborhood, and time had covered them with vegetation. It was found that much of this slag contained pure iron of high quality which modern furnace practice could recover. Somewhat similar policies may be induced by the increasing necessities in the lumber trade, especially in those parts of the country where the disappearance of forests has created an emergency. Some time ago a company was organized in Minnesota to dredge streams for the recovery of sunken logs. But it was not a success. Now it is suggested that a practical scheme may be devised to bring into the market this sunken wealth. George W. Noble of Stillwater, talking recently at Milwaukee, estimated that there were enough logs embedded in the sand of the St. Croix waters to keep mills running for years, and he said:

"No possible estimate can be made of the amount of timber thus lost, but lumbermen estimate that the rivers of Wisconsin, in the value of the logs buried in their sands, have fortunes of millions of dollars if the logs could be recovered. Of the billions in feet of logs floated down your principal streams year after year, a percentage of lost annually find graves in the sand. Wisconsin has been one of the big pine States, and your Chippewa, Wisconsin, St. Croix and Menominee rivers and their tributaries contain fortunes in sunken timber. Strange as it may appear, the value of the timber is not lessened, even after it has been submerged for half or quarter of a century."

All of which is exceedingly interesting to the owners of timber land in the South, and suggestive to lumbermen there, many of whom have come from the overworked sections, that it is better to handle standing timber with a view to keeping it as a source of permanent supply rather than as a source of immediate profit, than to compel a succeeding generation to consider plans for conducting lumbering operations in river beds.

#### Weather Service and Lumber.

Commending the work during the past year of the local department of the weather bureau, the Macon News says that the most signal service which is rendered by the department in its locality is by the warnings sent out to lumbermen and farmers whose property is destroyed by cold waves and freshets, which but for the weather department would come upon the population like a thief in the night, bringing most disastrous devastation. Hundreds of letters have been received by Observer Weeks from farmers and lumbermen stating the amount of property which has been saved by the warnings. The amounts reported to have been saved by information from the department varies from a few dollars to thousands. Reports have been received stating that property consisting of lumber on the banks of the Ocmulgee has amounted to as much as \$20,000 in a single instance, the property being the possession of one company. Detailed statements from farmers, lumbermen and others on the Ocmulgee, Oconee, Altamaha rivers,

mostly below Hawkinsville and Dublin, show that by the flood warnings alone fully \$200,000 worth of cattle, hogs, lumber and other moveable property was saved. It is impracticable to estimate how much was saved to the people of Middle and South Georgia by the widely-distributed cold-wave and frost warnings and the daily forecasts, but there are so many occupations to which they are of value that the amount is undoubtedly astonishing. Four substations, Griffin, Athens, Greensboro and Abbeville, were added to the Macon district of the river service during the year.

#### Southern Lumber Manufacturers.

The program of the annual meeting of the Southern Lumber Manufacturers' Association at New Orleans this week included the reports of President N. W. McLeod, Secretary George K. Smith, Assistant Secretary W. L. Goodnow, Chief Inspector T. J. Warren and Treasurer A. J. Niemeyer, and papers by H. H. Folk of Kennard, Texas, on logging in the South; by J. B. White of Kansas City, on marketing yellow-pine lumber; by H. H. Wheeler of Alden Bridge, La., on uniform inspection of by-products; by Will Grayson, Jr., of St. Louis, on practical by-products forestry, and by Overton W. Price of Washington, D. C., on practical forestry.

In his annual address President McLeod said:

"The consumption of lumber in the South will probably be very greatly increased on account of the high prices the Southern farmers have been getting for their products. With these favorable conditions North, South, East and West, it is reasonable to believe that the demand for our product during the year 1904 will be greater than ever before. The prospective demand for building material during 1904 justifies the belief that all stock on hand and all that can be produced this year will find a ready market."

#### The Price of Turpentine.

Discussing the increased price of turpentine, a dealer in New York said last week: "The price in 100 to 1000-barrel lots landed in the naval-stores yards in Brooklyn is sixty-four cents a gallon. This is ten cents above the price a year ago. The advance is due to the tremendous increase in exports from Southern ports to Europe and to two successive short crops in our Southern States. Our tree-tappers have agreed not to cut trees until they grow to a certain diameter, and that is one of the causes contributing to reduce the output. In Europe, also, efforts are being made to save the few remaining turpentine forests, and this has increased the demands upon the United States. The long-needle pine, the only tree in the United States which gives turpentine, is almost gone from the Carolinas, and what is left of the old forests is being used in the production of wood turpentine. This process makes use of the entire tree. The real spirits of turpentine are distilled from the sap, and little of this is done now except in Florida. Within a year fifteen or twenty plants have been established in the Carolinas and Georgia for the manufacture of wood turpentine."

#### Wood-Pulp for France.

United States Consul Ridgely at Nantes, France, reports that American wood-pulp for the manufacture of paper, always in demand in France, might find a considerable market at Nantes. The varieties desired are the plain wood-pulp which has not been chemically treated, and that which has received such treatment. The first must be sold at not more than \$2.50 per 220 pounds, and the second at not more than \$3.86. The customs duty on

the first grade is twenty-nine cents, and on the second forty-eight and one-quarter cents per 220 pounds. The demand for wood-pulp in the United States is so pressing that the opportunity in France may not be readily seized, though Consul Ridgely offers to place in communication with persons in Nantes anxious to take up the matter American manufacturers of wood-pulp who may be interested.

#### New Lumber Plants.

In about two weeks the Arlington Lumber Co. expects to begin operating its plant now near completion at Arlington, Ga., at the junction of the Georgia, Florida & Alabama and the Central railroads. The plant will be one of the best-equipped mills in that section, with a daily capacity of between 30,000 and 40,000 feet. It will turn out flooring, ceiling and finishing material well manufactured and closely graded. Mr. J. S. Cowart is president and manager of the company, and Mr. T. J. Youmans is vice-president.

Mr. George W. Gray, one of the most successful lumbermen in Southern Georgia, is building at Waycross a big planing mill and dry-kiln at a cost of \$10,000. The plant will be able to dress 20,000 feet of lumber a day.

#### Hardwood-Timber Deal.

What is said to be the largest single real-estate deal ever made in Hopkins county, Kentucky, was the purchase last week by the Hugh McLean Lumber Co. of Buffalo, N. Y., manufacturer of hardwood floors, of a tract of about 1500 acres of virgin white oak, poplar and other hardwoods near Nortonville. This tract has never been cut over, and it is estimated that it will cut more than 10,000,000 feet of first-class timber. Moreover, the land is underlaid with coal. It is planned to ship the timber in the log to a plant of the purchasing company recently established at Louisville, where it will be cut into lumber for shipment to the Eastern factories. The price of the land was nearly \$50,000.

#### To Utilize Georgia Hardwoods.

Augusta, Ga., is expecting much from the completion of the large plant of the Hardwood Lumber Co. across the river on the site of Hamburg, S. C. This plant, which cost between \$40,000 and \$50,000, may draw part of its supplies from the woods of cypress, oak, hickory, cedar and walnut a few miles below Augusta, on the Savannah river. South Carolina recently reclaimed a lot of the land in the town of Hamburg, now a deserted village, and Capt. A. J. Twigg of the lumber company has endeavored to purchase the State lands to be used for yards as the lumber plant enlarges.

#### To Utilize Saw-Mill Waste.

It has been suggested that the Fernwood Lumber Co. can successfully convert its yellow-pine mill waste (sawdust, shavings, edgings, etc.) into fuel gas and use this gas for burning bricks. The company desires to investigate the possibilities, and solicits correspondence from manufacturers of machinery designed for the converting processes referred to. Address the offices at Fernwood, Miss.

#### To Provide Crossties.

A new phase in timber operations is the activity of a number of the leading railroad companies of the country in providing for their future supply of crossties. They are planning either to acquire tracts of standing timber to be handled after the best and most economical forestry methods, or to plant trees along their lines to be used as a permanent source of supply.

#### House-Finishing Material.

Mr. D. H. Wallace of Jonesville, S. C., is contemplating the erection of a plant for the manufacture of turned columns and balusters in either hardwood or pine for house-finish, and he writes to the Manufacturers' Record in the desire to get in touch with purchasers of such material.

#### Lumber Notes.

The Mead & Speer Company of Pittsburg, Pa., has purchased 5000 acres of timber land in Nicholas and Clay counties, W. Va.

Plans are making for a trip to Cuba in February of representatives of the furniture-manufacturing interests centering at High Point, N. C.

The big saw-mills of the Albemarle Lumber Co. at Hertford, N. C., have started up, and will be obliged to make double time for some weeks to fill increasing orders.

The Pitch Pine Lumber Co. of New York has increased its shipments through Pensacola to such an extent that it has begun to make special charters there for that purpose.

The Georgia Interstate Saw-Mill Association will consider for ratification at its February meeting a new set of grading rules amounting practically to a log-run, with no heart inspection.

The Tight Stave Manufacturers' Association of America at its Memphis meeting last week elected Messrs. J. A. Adams of Ruston, La., president, and E. H. De Pugh of Louisville, secretary.

Mr. Park Grays of Orange, Texas, thinks that there will be considerable hardwood development in the South in the next few years, accompanied by the rise of furniture factories in the Southwest.

R. C. McConnell of Gate City, Va., has, according to a dispatch from Mt. Sterling, Ky., purchased 2000 acres of timber lands in Lee and Estill counties, Kentucky, and will at once cut the timber for shipment to the East.

Lieut.-Col. Clinton B. Sears of the United States engineer office at Nashville, Tenn., has advertised for sealed proposals for delivering at Nashville about 1,470,000 feet B. M. of long-leaf yellow-pine timber. Proposals will be received until February 15.

Frederick G. Bourne of Oaksdale, N. Y., it is announced, has purchased for \$100,000 a tract of 37,138 acres of fine timber land in Cross county, Arkansas. Less than a month ago New Jersey parties purchased 23,000 acres in the adjoining Poinsett county.

It is proposed to invite to the meeting next April at Orange, Texas, of the Lumbermen's Association of Texas the men of Kansas, Louisiana, Oklahoma and Indian Territory who are directly interested in Texas lumbering. Mr. Carl F. Drake of Austin is secretary of the association.

One of the biggest railroad crosstie companies in the United States, the Ayer & Lord Company of Chicago, has established a branch office at Decatur, Ala., and its local representative states that the company now has 70,000 ties at different points on the Tennessee river for thirty miles above Decatur waiting for sufficient water for shipment.

The Ollinger & Bruce Dry-Dock Co. of Mobile, Ala., will construct a large three-masted schooner for the Mahogany Lumber & Transportation Co. to engage in its trade between Mobile and Mexico. The dry-dock company expects to have in operation by next summer its large floating dry-dock of sufficient capacity for any vessel requiring docking at the port.



# CONSTRUCTION DEPARTMENT.

## TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

### EXPLANATORY.

The Manufacturers' Record seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

### ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

### WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

## ALABAMA.

Anniston—Brick and Tile Works.—Anniston Brick, Tile and Pottery Works has been organized by Frank P. Helfner of Atlanta, Ga., and associates for manufacture of brick, tiling, terra-cotta and pottery.

Anniston—Car Plant.—It is reported that J. M. Elliott of Gadsden, Ala., has purchased the Anniston plant of the Southern Car & Foundry Co. and will either operate the plant himself or lease to parties who will operate it to its fullest capacity.

Athens—Sewerage.—City has awarded contract to Nashville Plumbing Co. of Nashville, Tenn., at \$11,063 for constructing sewer.

Birmingham—Coal Mines.—West Pratt Coal Co. has increased capital from \$10,000 to \$20,000.

Birmingham—Furniture Company.—Akins Furniture Co. has been incorporated, with capital of \$3000, by John McLean of Avondale, J. B. Akins of Birmingham and others.

Birmingham—Livery.—Chartered: Huey Livery Co., with capital of \$3000, by Lucien Huey and others.

Birmingham—Laundry.—Wm. Spink is preparing plans for proposed \$10,000 building to be erected by White Steam Laundry; will be three stories, of brick and stone, with composition roofing, steam heat, electric lights, etc.

Birmingham—Foundry.—Ajax Company of Philadelphia, Pa., has purchased and will operate the foundry plant of the Bates Metal Co. at Birmingham.

Heflin—Electric-light Plant and Water-works.—City has granted franchise to F. F. Taylor and W. B. Merrill for construction of system of water-works and electric-light plant.

Huntsville—Spoke Factory.—James Murphree of Troy, Ala., has purchased the interest of Joseph Minchener in the spoke factory of Henderson, Minchener & Henderson; plant will be enlarged.

Mobile—Saw-mill.—The Cypress Tank Co. has purchased eighteen acres of land near

Mobile and will erect saw-mill for cutting cypress for tankwork, and also install veneer machinery and equipment for making butter dishes and trays.\*

Opelika—Box Factory.—R. M. Boazman & Co. will establish box factory.

Selma—Brick Works.—A. G. Kohn will organize company for erection of \$25,000 brick works.

Siluria—Cotton Mill.—Siluria Cotton Mill Co. has about completed its mill of 10,336 spindles and 300 looms, and intends doubling this equipment in the near future.

Tuscaloosa—Foundry.—Strickland Bros. Machine Co. will erect new foundry as lately reported; will erect galvanized-steel building 50x250 feet; will install new foundry equipment and some new machine tools, including metal planer 36x36x12 feet and a 20-horse-power electric motor; will equip for manufacture of engines, boilers, saw-mills and plantation machinery.

## ARKANSAS.

Arkansas City—Mercantile.—Demark Company has been incorporated, with capital of \$5000, by Joseph Demark and others.

Black Springs—Mercantile.—Black Springs Mercantile Co. has been incorporated, with capital of \$25,000, by Frank Gross and others.

Cotter—Ice Factory, Electric Plant, etc.—J. T. Smith of the Dick Brewing Co. of Quincy, Ill., and Edward Ryan of Chicago will establish \$75,000 ice and cold-storage plant and electric-light plant at Cotter.

Cross County—Timber Lands.—It is reported that Frederick G. Bourne of Oakdale, N. Y., has purchased 37,138 acres of timber land in Cross county, Arkansas.

El Dorado—Drug Company.—Arkansas Drug Co., with capital of \$4000, has been incorporated by W. D. Chew, T. C. Chew and others.

Little Rock—Lead Company.—Marion Lead Co. has been incorporated, with capital of \$24,000, and M. H. Jackson, president; R. D. Johnson, H. M. Armistead, E. B. Harris and S. B. Davis.

Little Rock—Ice Factory.—C. L. Kraft Co. has been incorporated, with capital of \$25,000, for manufacture of ice, etc., by C. L. Kraft, D. H. Kantrell, R. W. Rightsell and others.

Little Rock—Viaduct.—Iron Mountain Railroad and the city officials have arranged for constructing viaduct over East Washington avenue.

Little Rock—Mineral Developments.—Moreau Lead Co. has been incorporated by M. H. Johnson, R. D. O. Johnson, H. M. Armistead and J. B. Davis, with capital of \$24,000, for the development of mineral properties.

Ozark—Fruit and Produce.—Chartered: Ozark Fruit & Produce Co., with capital stock of \$300,000, by John P. Clendennin and others.

Paragould—Hardware Company.—W. W. Meriwether & Son Hardware Co. has been incorporated, with capital of \$10,000, by R. W. Meriwether and others.

Pine Bluff—Hardwood Mill and Veneering Plant.—Hill, Ward & Voris of Indiana have concluded negotiations with the Commercial League for establishing the hardwood mill and veneering plant recently mentioned. The company is being organized at Crawfordsville, Ind., as the Pine Bluff Lumber & Veneer Co. Contract for buildings will be let about February 1.

Pottsville—Cotton Gin.—Wynne Gin Co., G. F. Garner, manager, will rebuild cotton gin recently reported burned.\*

Texarkana—Publishing.—M. C. Wade, W. R. Owens, Fred James and others have incorporated the Model Printer, with capital of \$10,000, to publish a newspaper.

Van Buren—Land Development.—Van Buren Development Co. has been incorporated, with capital of \$10,000, by J. C. Murray, F. T. Woolum, J. M. Weaver, James Morrell and others.

Waldron—Drug Company.—Waldron Drug Co. has been incorporated, with capital of \$10,000. G. P. Caver is president; F. W. Bird, vice-president; F. J. May, secretary, and C. E. Forrester, treasurer.

## FLORIDA.

Jacksonville—Syrup Refinery.—The Florida-Georgia Syrup Co., operating syrup refinery at Savannah, Ga., will remove its plant at Jacksonville and greatly increase capacity of same.

Jacksonville—Jetty Improvement.—Contract for improving the jetties at Cumberland sound, the entrance to Fernandina harbor, has been awarded R. G. Ross and the Merrill-Stevens Engineering Co.

Ocala—Ice Factory.—Meffert & Taylor are erecting building, which they will equip as ice factory and cold-storage plant.

## GEORGIA.

Atlanta—Foundry and Machine Shop.—American Pipe Bending & Machine Co. has been incorporated, with capital of \$12,500, for conducting general foundry and machine-shop business by J. W. Conway, John Hill and others.

Cartersville—Ochre Mines.—Sidney G. Stubbs, Dan B. Hull and Joseph Hull have purchased property and franchise of the Blue Ridge Ochre Co. and reorganized, with capital of \$30,000, and Sidney G. Stubbs, president; Dan Hull, vice-president, and Fleming D. Tinsley, secretary-treasurer. Company has offices at Savannah, Ga.

Columbus—Cotton Mill.—It is rumored the Georgia Manufacturing Co. will build an addition for manufacturing yarns.

Conyers—Electric-light Plant.—City has issued \$10,000 of bonds for erection of electric light plant. Address The Mayor.

Dalton—Lumber Mill.—Alaculsky Lumber Co. is installing new boiler and engine, and will increase capacity to 30,000 feet a day.

Hawkinsville—Mercantile.—Merritt & Anderson Bros., incorporated with capital of \$25,000, by M. H. Boyer, R. A. Anderson and others.

Lafayette—Saw-mill.—R. J. Mize will rebuild his saw-mill burned at loss of \$3000.

Macon—Sash, Door, Blind, etc., Factory.—Central Manufacturing Co. will be incorporated to succeed the Macon Yellow Pine & Hardwood Co. in the manufacture of doors, sashes, blinds, building materials and mill work of all kinds. N. B. Corbin will be president of the new company; J. W. Cabanis, vice-president; J. R. Bowdre, secretary, and W. L. Proctor, general manager.

Manor—Syrup Mill.—W. S. Booth is interested in erection of syrup mill to have capacity of forty gallons an hour.

Moultrie—Mercantile.—Chartered: Matthews Trading Co., to succeed W. B. Matthews & Co.

Quitman—Barrel Factory.—J. L. Rhineschmidt of Tifton, Ga., is interested in erection of barrel factory at Quitman.

Savannah—Distillery.—S. R. Kale and R. F. Gauthney of North Carolina will, it is reported, establish distillery in Savannah.

Valdosta—Mercantile.—Strickland-Crouch Company has been incorporated, with capital of \$30,000, to succeed the dry goods firm of R. F. Strickland & Co. R. F. Strickland is president.

Valdosta—Woodworking Factory.—McLendon & Co. (recently reported) have purchased planing-mill plant of the Bladen Lumber Co., formerly of Bladen, Ga., and will remove same to Valdosta and manufacture flooring, ceiling, siding and finishing lumber of yellow pine; will have mill capacity of from 20,000 to 30,000 feet and dry-kiln capacity of 16,000 feet.\*

Valdosta—Gas Plant.—G. W. Beckett of Savannah and Wm. B. Miller of Augusta, Ga., have made proposition for installing gas plant at Valdosta. Above parties are interested in the Consumers' Light & Ice Co., reported several months ago as organized for establishment of electric plant and ice factory, and will establish the gas plant in connection with this company.

Waycross—Planing Mill and Dry-kiln.—George W. Gray will erect \$10,000 planing mill and dry-kiln with capacity for dressing 20,000 feet of lumber a day.

## KENTUCKY.

Ashland—Paint Factory.—Ashland Paint Co. has been incorporated, as recently reported. Company has plant in operation for manufacture of roofing paint with capacity of twenty barrels a day.

Burnside—Gas and Oil Wells.—C. A. King, general freight agent of the Chicago & Alton Railway, Chicago, Ill., and E. S. Wilson, industrial agent of the same road, in connection with syndicate of Chicago and St. Louis parties, have leased 30,000 acres of oil and gas lands along line of Tennessee Central Railroad near Watertown. Interested parties will develop the gas in this field at once

and lay off an industrial townsite at some point along the railroad.

Hopkins County—Timber Lands.—The Hugh McLean Lumber Co. of Buffalo, N. Y., manufacturer of mosaic hardwood floors and operating several large plants, one of which has recently been located in Louisville, Ky., has purchased and will develop 1500 acres of timber land in Hopkins county.

Jackson—Coal and Timber Lands.—Continental Realty Co. has been incorporated for dealing in coal and timber lands by C. J. Little (president) and others.

Louisville—Tobacco Factory.—H. N. Martin & Co. will increase capacity of their tobacco factory; present capacity 10,000 pounds of finished product a day.

Louisville—Building-block Factory.—H. Boutell of Chicago, Ill., will establish building-block factory in Louisville (not cement works, as reported last week). Capital stock will be \$500,000. J. F. Elsom of New Albany, Ind., is the chemist, and W. W. Allen, architect in charge.

Louisville—Portland-cement Plant.—Sam'l. Horner, Jr., of Philadelphia, Pa., will establish Portland-cement works in Louisville with capital stock of \$1,000,000. Plant will be fireproof steel structure, equipped with modern machinery and will have capacity of 5000 barrels a day. Company will also erect 150 operatives' dwellings. Wm. H. Baker of Louisville is engineer in charge.

Lee County—Timberland Development.—R. C. McConnell of Gate City, Va., has purchased 3000 acres of timber land in Lee and Estill counties, and will develop same.

Louisville—Oil Company.—Kentucky Consumers' Oil Co. has increased capital from \$30,000 to \$60,000.

Marion—Publishing.—Jas. E. Chittenden will install \$3000 newspaper plant for publication of paper; address for the present, Hopkinsville, Ky.

Smithland—Water-works.—Construction of system of water-works is talked of. Address The Mayor.

Somerset—Street Paving.—Conley Bros. of Danville, Ky., have contract at \$15,000 for macadamizing streets of Somerset.

Sturgis—Publishing.—H. L. Mosgrove and N. E. Calmes will start publication of newspaper.

Winchester—Brick Works.—Winchester Brick & Granite Co., previously reported incorporated with capital of \$30,000 for manufacture of brick and artificial stone, has awarded contract to H. Hueneke Co. of New York, N. Y., for its equipment.

## LOUISIANA.

Alexandria—Machine Shop.—Rapides Machinery Co. will rebuild machine shop recently burned. Building will be 50x50 feet.\*

Crowley—Paper Mill.—It is reported that Mr. Graham of the Graham Paper Co. of Chicago, Ill., is interested in the establishment of a \$200,000 paper mill in Crowley; it is also said that R. F. Schenck is interested in the same proposition.

Melville—Saw-mill and Woodworking Factory.—J. S. Greenler, G. W. and I. A. Fuller and William Helwick of Defiance, Ohio, have purchased timber lands near Melville and will organize company with capital of \$100,000 for developing the property, erecting saw-mill, stave and heading mill.

New Orleans—Flour Mill.—H. T. Lawler is interested in the organization of \$200,000 stock company for erection of flour mill.

New Orleans—Cannery.—P. H. Hohenadel and G. F. Belknap of Wisconsin are reported as investigating New Orleans as site for cannery. H. T. Shaw or A. S. Coward of New Orleans may possibly give information.

New Orleans—Cotton Mill.—N. N. Isenberg of Greenville, Miss., will organize company with capital of \$50,000 to establish the cotton mill mentioned last week. Batching, comforts and mattresses will be manufactured, capacity to be 10,000 pounds. Machinery has been ordered.

## MARYLAND.

Annapolis—Water-power.—Hon. E. T. McCullough of Cecil county has introduced into the legislature a bill to incorporate the Octorara Water & Power Co. for the purpose of developing water-power of Octorara creek near Port Deposit.

Baltimore—Pier.—Contract for erecting pier (previously reported) for Western Maryland Railroad at Winans Cove has been awarded J. J. Walsh & Sons at \$12,000.

**Baltimore—Mantel Factory.**—Steiner Mantel Co. is having plans prepared for erection of three-story addition to its mantel factory. Building will be of brick, 125x50 feet, and cost \$12,000.

**Baltimore—Cordage Factory.**—Wm. J. Hooper Manufacturing Co. will build a plant for the manufacture of netting and all kinds of cordage. A site 200 feet square has been purchased. The company has a similar mill in North Carolina. Further details will be announced later. Offices at 116 South street.

**Baltimore—Fuel Plant.**—Eastern Coal Manufacturing Co. has been incorporated for manufacturing an improved form of fuel, by Alanson S. Dunham, Logan G. McPherson, T. Keating Stuart and others.

**Cumberland—Glass Works.**—Cumberland Glass Co., which has leased plant of National Glass Co., has about completed arrangements for putting the plant in operation. F. A. Triebler is secretary-treasurer of the new company. K. C. Gillette of Boston, Mass., and C. A. Gaines of Cleveland, Ohio, are also interested.

#### MISSISSIPPI.

**Brookhaven—Mercantile.**—Brookhaven Wholesale Grocery Co. has been organized by H. Lowenthal and others.

**Greenville—Buggy Company.**—Flanagan Buggy Co. has been incorporated, with capital of \$15,000, by E. G. Flanagan, J. A. Long, E. A. Moye and others.

**Laurel—Cotton Mill.**—It is reported that J. T. Fyans of Fall River, Mass.; A. T. Knight of Providence, R. I.; W. B. Rogers of New Orleans, La., and others will organize company to build a 15,000-spindle mill at Laurel.

**Laurel—Sewerage and Water-works.**—City will issue \$14,000 of bonds for extension and improvement of its water-works system and \$20,000 of bonds for constructing sewerage system. Address The Mayor.

**Manila—Lumber Mills.**—Big Lake Lumber Co. has been incorporated with capital of \$5000. J. P. Graham is president; J. W. Selvally, vice-president, and B. W. Cowan, secretary-treasurer.

**New Albany—Cotton Mill.**—A New York textile mill contemplates removing its 4000 spindles to Mississippi, and endeavors are being made to locate the enterprise in New Albany. M. Schuller, industrial commissioner St. Louis & San Francisco Railroad, St. Louis, Mo., can possibly give information.

**Norfield—Mercantile.**—Chartered: Norfield Mercantile Co., with capital of \$250,000, by J. B. Dun and others.

**Vicksburg—Water-works.**—Yazoo & Mississippi Valley Railroad will construct at once system of water-works at its shops in Southwest Vicksburg. Address C. Linstrom, master machinist, Vicksburg, Miss.

#### MISSOURI.

**Fulton—Sewerage System.**—City will construct \$25,000 sewerage system. Address R. H. Fowler, mayor.

**Kansas City—Lumber Mills.**—Mosher-Reinger Lumber Co. has been incorporated, with capital of \$10,000, by Max Mosher, E. J. Reinger and Philip Lewis.

**Kansas City—Artificial-stone Works.**—Granite Manufacturing Co. has been incorporated with capital of \$10,000, and will erect plant for manufacture of artificial-stone building blocks. S. W. Gibbs is president; A. D. Burrows, vice-president; Homer B. Mann, secretary-treasurer, and B. L. Simpson, general manager.

**Kansas City—Sewer.**—City Engineer Pike will shortly award contract for construction of the O. K. creek intercepting sewer; will be 10,000 feet long and six and one-half feet in diameter; cost approximately \$300,000.

**Nacoe—Manufacturing.**—McCall Manufacturing Co., with capital of \$10,000, has been incorporated by G. Morris, P. L. Vasse, J. G. Sanderson and others.

**Poplar Bluff—Mercantile.**—Chartered: Bluff City Grocer Co., with capital of \$10,000, by William Ferguson and others.

**St. Joseph—Sewerage System.**—City will vote in April on issue of \$300,000 of improvement bonds, \$225,000 of which will be appropriated for sewers. Address The Mayor.

**St. Louis—Real Estate.**—Stealia Realty Co. has been chartered, with capital of \$10,000, by Joseph M. O'Reilly and others.

**St. Louis—Mercantile.**—Chartered: Mountjoy Mercantile Co., with capital of \$10,000, by R. W. Mountjoy and others.

**St. Louis—Mercantile.**—Shryock-Todd Notion Co. has been chartered, with capital of \$10,000, by Edward S. Todd and others.

**St. Louis—Catering.**—Chartered: Abergo-Baron Catering Co., with capital of \$30,000, by Albert Baron and others.

**St. Louis—Label Company.**—J. Guenther Label Co. has been chartered, with capital of \$15,000, by John Guenther, Henry C. Williams, Robert M. Carter and others.

**St. Louis—Mercantile.**—Brown Mercantile Co. has been incorporated, with capital of \$15,000, by S. A. Brice and others.

**St. Louis—Brick Works.**—St. Louis Cement Brick Manufacturing Co. has been incorporated, with capital of \$50,000, by Thomas P. Keyes, Joseph Maurer, Louis B. Carroll and others.

**St. Louis—Traveling-bag Factory.**—St. Louis Traveling Bag Manufacturing Co. has increased capital from \$12,000 to \$30,000.

**St. Louis—Belting Company.**—Bennett-Dryer Belting Co. has been incorporated, with capital of \$15,000, to deal in engineers' and mill supplies, belting, lace leather, etc., by Herman Dryer, Henry P. Bennett and others.

**St. Louis—Gas, Oil and Mineral Lands.**—Cerebus Oil Co. has been incorporated, with capital of \$4000, to prospect for oil, gas and minerals. John B. Marshall, Edwin S. Brodix and others are incorporators. Address 210 Houser Building.

**St. Louis—Feed Company.**—Great Western Feed Co. has increased capital from \$10,000 to \$25,000.

**St. Louis—Amusement Company.**—Paris Amusement Co. has been incorporated, with capital of \$70,000, by F. L. Talbot, Mark L. Stone, C. N. Boley and others.

**St. Louis—Ceiling.**—American Electric Battery Ceiling Co. has been incorporated, with capital of \$100,000, by George W. Holmes, William Conway, G. W. Greener and others.

**St. Louis—Lumber Company.**—Plummer-Benedict Lumber Co. has increased capital from \$50,000 to \$100,000.

**St. Louis—Building Company.**—Garrick Building Co., with capital of \$150,000, has been incorporated by W. Albert Swasey, J. J. Eberle and others.

**St. Louis—Commission Company.**—Baker-Gilliam Commission Co. has been incorporated, with capital of \$25,000, by W. L. Gilliam and others.

**St. Louis—Publishing.**—Sportsman Publishing Co. has increased capital from \$5000 to \$25,000.

#### NORTH CAROLINA.

**Asheville—Lumber Company.**—White Pine Lumber Co. has been incorporated, with capital of \$1500, by Charles M. Young, J. T. Young and A. F. Barnes.

**Blowing Rock—Mercantile.**—Chartered: Hall & Jones Company, with capital of \$2500, by W. G. Hall and others.

**Charlotte—Cotton-mill-supplies Factory.**—W. H. Bigelow, 12 West 4th street, has contracted for additional machinery to be installed in his cotton-mill-supplies factory.

**Concord—Live-stock Company.**—Cori-Wadsworth Live-Stock Co. has been incorporated, with capital of \$10,000, by Robert McCarneyhay of Morganton, N. C., and others.

**Concord—Electric-light Plant.**—City contemplates constructing electric-light plant in connection with its water-works system. Address The Mayor.

**Durham—Mercantile.**—T. J. Lambe, Sons & Co. has been organized to succeed Lambe & Lyon, clothiers. T. J. Lambe is president.

**Durham—Planing Mill.**—W. Mangum is enlarging his planing mill by erection of an addition.

**Greensboro—Mercantile.**—Chartered: L. M. Michaux Company, with capital of \$12,500, for conducting grocery business, by L. M. Michaux and others.

**Greensboro—Cotton Mill.**—Etowah Mills will be incorporated, with capital stock of \$1,000,000, to build a mill of 15,000 mule spindles and 450 looms. J. E. Sirrine of Greenville, S. C., to be engineer in charge of construction. This is the project reported several months ago as being promoted by W. I. Young and associates.

**Henderson—Buggy Factory.**—Corbitt Buggy Co. has had plans made for erecting \$5000 building, and will increase capacity of its buggy factory.

**Henderson—Mercantile.**—George A. Rose Company has been incorporated, with capital of \$12,000, by George A. Rose and others.

**Lincolnton—Sewerage and Water-works.**—City will vote February 10 on issuance of \$30,000 of bonds for construction of water-works and sewerage system. Address The Mayor.

**Murfreesboro—Buggy Company.**—Hines Buggy Co. has been incorporated, with authorized capital of \$10,000, by G. W. Hines, J. R. Hines and D. C. Barnes.

**Norwood—Mercantile.**—Chartered: Harris-

McAulay Co., with capital of \$5000, by J. A. McAulay.

**Pine Bluff—Wood-distilling Plant.**—New York Turpentine Co. is building plant at Pine Bluff for destructive distillation of wood to manufacture turpentine, tar and other distilled products from wood. When this plant is completed company will install saw-mill and brick plant.

**Sarecta—Shuttle Factory.**—Lee Albertson contemplates establishing shuttle factory.\*

**Wadesboro—Drug Company.**—Anson Drug Co. has been incorporated, with capital of \$2500, by W. L. Richardson, P. R. Bennet and others.

**Winston—Furniture Company.**—Huntley-Hill-Stockton Company, manufacturer of furniture and coffins, has been incorporated, with capital of \$44,000, by B. F. Huntley, W. P. Hill, M. D. Stockton and others.

#### SOUTH CAROLINA.

**Anderson—Suspender Factory.**—Carolina Suspender Co. has been incorporated with capital of \$3000 for manufacture of suspenders, leather belts, neckties, garters, etc., by J. E. Sadler, B. O. Evans, J. J. Fretwell and others.

**Bennettsville—Tannery.**—P. A. Hodges has purchased the Dudley Novelty Works property and is making arrangements to install tannery for tanning hides by modern chemical process.

**Fort Mill—Electric-power Plants.**—It is reported that Fort Mill Manufacturing Co. and the Millfort Mill Co., cotton manufacturers, will change their power plants from steam to electricity.

**Jonesville—Woodworking Plant.**—D. H. Wallace is investigating with view to establishing plant for manufacture of turned columns and balusters for house-finish, either in hardwood or pine.

**Liberty—Cotton Mill.**—Calumet Manufacturing Co., reported incorporated recently, has organized with H. L. Clayton, president, and authorized capital of \$150,000. It is proposed to invest \$100,000 at first for fine-yarn mill.

**Shelton—Mercantile.**—Chartered: Wolling Mercantile Co. has been incorporated, with capital of \$2000, by John G. Wolling, Jr., and others.

**Spartanburg—Mercantile.**—Chartered: Mutual Mercantile Co., with capital of \$5000, by M. C. Davenport and others.

**Union—Mercantile.**—Hames Grocery Co. has been chartered, with capital of \$25,000 (not \$2000 as lately reported), by L. J. and B. L. Hames.

**Williamston—Cotton Mill.**—Williamston Mills will issue additional stock to the amount of \$100,000, or as much as is necessary to purchase 10,664 spindles and 240 looms for installation in additional mill building recently completed. Announcement as to this enlargement was made last July.

#### TENNESSEE.

**Chattanooga—Tank-line Company.**—Florida Tank Line Co. has been organized, with capital of \$25,000, by G. N. Henson, W. B. Riddell, E. M. Ellsworth, R. P. Woodard and J. B. F. Lowry for operating a tank line on the railroads for purpose of transporting cottonseed oil, etc. Company will construct a number of tank railroad cars.

**Chattanooga—Medicine Company.**—Conner Medicine Co. has been incorporated, with capital of \$10,000, by W. F. Hutcheson, S. H. Campbell, J. E. Conner and others.

**Elizabethton—Railroad Shops.**—East Tennessee & Western North Carolina Railroad, Geo. W. Hardin, superintendent, Cranberry, N. C., has, it is reported, purchased ten acres of land at Elizabethton, where it proposes the erection of shops.

**Gleason—Cotton Gin.**—Geo. B. Swain, I. G. Trevathan, Jake Parks and others have incorporated the Gleason Ginning Co. for establishment of cotton gin.

**Harriman—Coal Mines.**—Paint Rock Coal Mining Co. has been incorporated, with capital of \$10,000, by J. D. Roberts, L. A. Mitchell, W. T. Evans, H. M. Carr and others.

**Humboldt—Cotton Mill.**—Humboldt Cotton Mills will double its equipment of 5000 spindles and 170 looms. Capital will be increased for this purpose.

**Jefferson City—Flour Mills.**—Galbraith Bros. have purchased and will operate on an enlarged plan the Saunders flour mills.

**Knoxville—Cotton Mill.**—Knoxville Cotton Mills, mentioned last week, is installing 10,000 spindles additional. All contracts have been awarded.

**Knoxville—Machine Shops.**—Shultz-Howard Company has been incorporated, with capital of \$5000, for dealing in and repairing

automobiles, launches and gasoline engines; later on will manufacture a line of gasoline engines. Address 706 Gay street.\*

**Knoxville—Typewriter, etc., Company.**—Knoxville Typewriter & Phonograph Co. has been chartered, with capital of \$3000, by John Rogers, A. R. King, Walter McCoy and others.

**Knoxville—Brick Works.**—E. E. McCroskey and others, previously reported to organize company for establishment of brick works with daily capacity of 20,000 bricks, have completed organization of company, which will be known as the McCroskey Mining & Manufacturing Co., with E. E. McCroskey, president; John Horne, treasurer; J. S. Robbins, secretary, and T. C. Landy, superintendent. Mr. Landy will also superintend construction of the plant, main building of which will be two stories, 30x50 feet, to which will be added buildings for storage of clay, coal, and the boiler-house. Contract for equipment is said to have been placed.

**Knoxville—Iron Works.**—H. O. Nelson Iron Works, for manufacture of structural iron, iron fences, machinery, tools, implements, etc., has been incorporated, with capital of \$15,000, by H. O. Nelson, A. H. Nelson, W. F. Simpson and others.

**Knoxville—Gas-pipe Line.**—Pittsburg Oil & Gas Co. will apply for franchise to supply city with natural gas. If franchise is granted, company proposes to lay 12-inch main from Burnside, Ky., a distance of sixty-two miles, at an estimated cost of \$1,200,000; will also furnish small towns en route with gas. T. A. Frazier represents the company and will present details of the plans proposed to Chamber of Commerce.

**Maryville—Soda-pop Factory.**—Dr. McConnell Fezzell & Co. is establishing soda-pop factory as lately reported; capacity about 300 dozen bottles per day. Will operate as the Wildwood Bottling Works.\*

**Memphis—Electric Supply Company.**—Memphis Electric Supply Co., reported recently as having been purchased by parties who would erect new buildings and enlarge the business, has increased capital from \$5000 to \$50,000.

**Memphis—Storage Plant.**—F. W. Cook Brewing Co. of Evansville, Ind., will erect storage plant in Memphis; building will be two stories.

**Memphis—Cannery.**—Memphis Canning Co. will install additional machinery for increasing capacity of its cannery.

**Memphis—Brick Works.**—Tennessee Granite Brick Co. has awarded contract for machinery for its proposed sand-lime brick plant to the Huennekes Company of New York, N. Y.

**Mt. Pleasant—Phosphate and Timber Lands.**—Tennessee Cooperage Co. has purchased 5571 acres of phosphate, mineral and timber lands in Maury and Lewis counties.

**Mt. Pleasant—Fertilizer Factory.**—D. W. Shofner is interested in the establishment of fertilizer factory.

**Nashville—Wagon Factory.**—Dr. Bellamy of Florence, Ala., contemplates removing his wagon factory from Florence to Nashville.

**Nashville—Contractors' Supplies Factory.**—Tennessee Hydrated Lime Co. has been incorporated, with capital of \$20,000, for manufacture of cement, clay pipe and contractors' supplies, by J. J. Ferguson, J. M. Richardson, J. P. Hoover, P. G. Breen and John G. Shofner.

**Nashville—Machine Shops.**—Tennessee Central Railroad Co., Geo. A. Clark, Nashville, general manager, will rebuild on an enlarged scale its shops lately reported burned at loss of \$100,000.

**Nashville—Plumbing, etc.**—Nashville Steam Heating Co. has been incorporated for conducting plumbing, heating and gasfitting business.

**Philadelphia—Lumber and Veneer Company.**—Philadelphia Veneer & Lumber Co. has been incorporated with capital of \$125,000.

**Smithville—Oil Wells.**—W. H. Stewart of Knoxville, representing the Knoxville Oil & Gas Co., has closed deal with the De Kalb Oil & Mining Co. whereby it comes into possession of 15,000 acres of oil lands in De Kalb county. The two companies will co-operate in sinking two wells.

**Spring City—Lime Kiln.**—E. B. Ewing and E. C. Angel have purchased ten acres of land and will erect 80-barrel lime kiln.

#### TEXAS.

**Ablene—Telephone System.**—Texas & Pacific Telephone Co. has increased capital from \$30,000 to \$40,000.

**Amarillo—Mercantile.**—Connally Mercantile Co. has been incorporated, with capital of \$25,000, by N. Connally and others.



**Austin—Electric-power Plant.**—City water and light commission contemplates increasing equipment of light and power plant by installation of turbine engine to cost about \$20,000.

**Ballinger—Ice and Light Company.**—Ballinger Light & Ice Co. has been incorporated, with capital of \$10,000, to furnish light, power and ice, by W. A. Norman, R. B. Cressy, E. J. Hardgrave and L. C. and Louis E. Alexander.

**Beaumont—Irrigation.**—Iowa Irrigation Co. will increase its acreage from 2000 to 18,000 and enlarge its irrigation system. Address the company at Des Moines, Iowa.

**Beaumont—Development Company.**—Lake Development Co. has been incorporated, with capital of \$5000, by M. L. Fuller, M. L. Hinchee, F. T. Smith, W. H. Cunningham and others.

**Beaumont—Saw-mill.**—The erection of saw-mill near Beaumont with daily capacity of 100,000 feet is said to be in contemplation, and Theo. S. Wilkins of Milwaukee, Wis., manager of the saw-mill department of the Brown-Corless Engine Co. of Corliss, Wis., will, it is said, be the designer and constructor of the plant.

**Beaumont—Well-drilling.**—Thompson Drilling Co. has been incorporated, with capital of \$10,000, by William Thompson, M. L. Sullivan, Walter J. Crawford of Beaumont and D. R. Swift of Lake Charles, La.

**Beaumont—Oil Wells.**—Baton's Prairie & Pipe Line Co. has been incorporated, with \$10,000 capital, to prospect for oil, operate pipe line, etc., by C. M. Votaw of Houston, Guy W. Junker of Beaumont and John A. McShane of Omaha, Neb.

**Belton—Printing.**—Chartered: Embree Printing Co., with capital of \$3000, by A. J. Embree, J. Z. Miller, Jr., and W. H. Harry. Comanche—Mercantile.—Slider-Martin Company has been incorporated by W. R. Slider, J. C. C. Martin, L. A. Robertson and others with capital of \$40,000.

**Crockett—Oil Wells.**—East Texas Oil Co., organized at Corsicana, Texas, recently, with T. F. Driskill, president; E. S. Holloway, vice-president, and C. S. West, secretary, has leased for development 5000 acres of oil lands near Crockett.

**Daingerfield—Hardware and Furniture Company.**—Daingerfield Hardware & Furniture Co. has been incorporated, with capital of \$8000, by H. G. and J. H. Holman, H. B. Guest and others.

**Dallas—Publishing.**—Blaylock Publishing Co. has been incorporated with capital of \$20,000 as recently reported. Company will continue business of L. Blaylock, established.\*

**Dallas—Lumber Company.**—J. S. Mayfield Lumber Co. has increased capital from \$50,000 to \$100,000.

**Dallas—Coal Company.**—Texas Cannel Coal Co. has been incorporated, with capital of \$25,000, for development of coal mines, by Walter Reid, B. R. Smith of Dallas, T. L. Lowrie and others.

**Fort Worth—Publishing.**—Stockman Publishing Co. has been incorporated, with capital of \$30,000, by H. A. McEachin, W. E. Brittingham, Chas. M. Adams and others.

**Fort Worth—Packing Plant.**—Company for erecting and operating packery is being organized, with capital stock of \$1,000,000, and stockyards company to be operated in connection with packing company is also being organized, with capital of \$100,000; plant will have capacity of 3000 cattle and 1000 hogs a day. H. M. Strombraker of Kansas City, Mo., is vice-president and manager of the packing company, and J. H. Wellbank, president of the stockyards company.

**Fort Worth—Hardware Company.**—Panther City Hardware Co. has been incorporated, with capital of \$20,000, by W. E. Hawkins, G. S. Wyatt and C. C. Glass.

**Galveston—Mercantile.**—Chartered: W. J. Hughes Co., with capital of \$10,000, by W. J. Hughes and others.

**Galveston—Gas and Oil Properties, etc.**—Houston-Galveston Syndicate has been incorporated, with capital of \$5000, to prospect for oil, gas and minerals, by J. R. Cheel, W. B. Skirvin, F. M. Gilbough and R. S. Rowland.

**Grand Falls—Reservoir.**—Grand Falls Lake & Reservoir Co. has been incorporated, with capital of \$10,000, for constructing system of irrigation in Ward, Pecos and Reeves counties. G. W. Otis, T. A. Thompson, John T. Sweatt and others are incorporators.

**Groesbeck—Mercantile.**—Sol Nussbaum, Julius Nussbaum and Louis Scharff have incorporated as Nussbaum & Scharff, with capital of \$50,000.

**Hillsboro—Water-works Improvement.**—City will install new boiler at water-works; Paul Dato, superintendent.

**Houston—Irrigation System.**—Albert E. Connable of Hamilton, Ill., will establish irrigation system at Houston for irrigating 1000 acres.

**Houston—Lumber Mill.**—C. R. Cummings & Co. will rebuild lumber mill reported recently as burned at Wilson's Switch.

**Houston—Light and Power Plant.**—Houston Lighting & Power Co. will make extensive improvements as recently reported, and which will include erection of three-story fireproof annex and installation of additional equipment for increasing capacity; cost of improvements \$185,000.

**Houston—Oil Wells.**—The Batson Syndicate, incorporated by Carey Shaw, W. L. Adkins of Columbus and James W. S. Wayne of Fort Worth, with capital of \$60,000, to prospect for oil.

**Lindale—Mercantile.**—Chartered: Clark-Tucker-Perryman Company, with capital of \$10,000, by L. S. Clark and others.

**Llano—Gold Mines.**—J. F. Wear of Milwaukee, Wis., representing himself and others, has secured leases on several developed and undeveloped mining properties in vicinity of Llano and will, it is said, inaugurate extensive developments.

**Midlothian—Lumber Company.**—Midlothian Lumber Co., with capital of \$10,000, has been incorporated by D. H. Witherspoon, W. W. Major, M. W. Hawkins and T. W. Dees.

**Orange—Irrigation System.**—Oriental Red Rice Co. has commenced construction of its proposed canal; will be two miles long and irrigate 600 acres; canal will be extended to seven miles and take in 4000 acres.

**Paris—Mercantile.**—Chartered: W. P. Duncan Co., with capital of \$20,000, by W. P. Duncan and others.

**Pearsall—Mercantile.**—G. W. Sanders & Bros. Mercantile Co., with capital of \$20,000, by G. W. Sanders and others.

**Port Lavaca—Mercantile.**—Bay Trading Co. has been incorporated, with capital of \$12,000, by C. U. Yancey and others.

**San Antonio—Oil Company.**—Baton-Midway Oil Co. has been incorporated, with capital of \$25,000, by F. A. Piper, R. L. Ball, H. L. Benson and others.

**Sour Lake—Oil Wells.**—Earnest Oil Co. has been incorporated, with capital of \$30,000, by Henry W. Earnest, Lee W. Earnest, Julius Oppenheimer and others.

**Sour Lake—Oil-storage Company.**—Producers' Storage Co. has been organized, with capital of \$100,000, by J. W. Swayne, A. M. Britton, J. W. McEvoy and others.

**Temple—Sewerage System.**—City contemplates constructing sewerage system. Address The Mayor.

**Temple—Jewelry Company.**—R. T. Crawford, jeweler, has incorporated and will operate his business as the Crawford Jewelry Co. with capital of \$20,000.

**Tyler—Mercantile.**—Chartered: Mayer & Schmidt, with \$10,000 capital; incorporators, J. S. Powell, Siegmund Bruck, Siegmund Mayer and others.

**Weatherford—Mercantile.**—Webster, Hill & Baker Co. (grocers) have increased capital from \$50,000 to \$100,000.

**Wills Point—Buggy and Implement Company.**—Lea Bros. Buggy & Implement Co. has been incorporated, with capital of \$10,000, by Earl Lea, Marsh Lea and others.

#### VIRGINIA.

**Broadway—Pottery.**—The Adamant Porcelain Co., Limited, has been incorporated, with capital of \$2100, for manufacture and sale of porcelain and earthenware. John E. Roller is president, and Wm. H. Tatum, secretary-treasurer.

**Charlottesville—Overall Factory.**—H. C. Marchant Manufacturing Co., manufacturer of overalls, has increased capital to \$125,000.

**Chase City—Bobbin and Spool Factory.**—Kershaw Manufacturing Co. has purchased twenty-five acres of land with water-power from Lord & Watson Lumber Co., and will enlarge its plant for making bobbins, spools and material for cotton mills.

**Covington—Flour Mill.**—E. M. Nettleton, J. T. Fudge, J. E. Rollins, W. A. Rinehart and others have incorporated the Alleghany Milling Co. for erection of flour mill with daily capacity of 100 barrels. Electricity will be the motive power.

**Danville—Lumber Company.**—W. L. Clement Lumber Co. has increased its capital stock from \$80,000 to \$100,000 for purchase of timber lands.

**Floyd C. H.—Water-power-Electrical Plant.**—An electric railway company will develop water-power and build electric plant for transmission of power near Floyd C. H. Chas. Hannon Stanley of Laurel Fork, Va., is interested.

**Gosher—Broom Factory and Cannery.**—Arrangements are practically completed for erecting cannery and broom factory; parties desiring to bid on equipping the plants with machinery will address J. W. Guinn.\*

**McDonald's Mill—Telephone System.**—North Fork Telephone Co. has been incorporated, with capital of \$5000, by A. P. Bennett (president) and others.

**New Castle—Woodworking Factory.**—Leonard I. Busset, manufacturer of lumber, will install necessary equipment and machinery for manufacture of staves, heading, hoops, etc.

**Newport News—Mercantile.**—Chartered: J. E. Warren Company, with authorized capital of \$50,000, by J. E. Warren and others.

**Norfolk—Telephone Company.**—Southern States Telephone Co. has awarded contract to R. M. Price for remodeling its new quarters, 89 Roanoke avenue.

**Petersburg—Cannery.**—Petersburg Canning, Preserving & Pickling Co. is being organized for establishing cannery.

**Portsmouth—Mattress Factory.**—Frank Lindsay, manufacturer of mattresses, is erecting three-story factory building 56x90 feet.

**Richlands—Coal Mines.**—R. A. Ayres, Big Stone Gap, Va., has purchased 10,000 acres of coal land adjacent to Richlands and will organize company for developing the property.

**Richmond—Car-manufacturing Company.**—Southern Street Car Manufacturing Co. has been incorporated, with capital of from \$5000 to \$50,000, by W. G. Pilkinton (president) and others.

**Richmond—Distillery and Yeast Factory.**—Fair Oaks Distillery & Compressed Yeast Co., a new company organized with capital of \$50,000 and V. Donati of Richmond, president; W. G. Beach of Indianapolis, Ind., vice-president and secretary, and John Alton of Tennessee, general manager, will have its buildings completed and equipment installed by February 15 for distillation of whiskey and compressed yeast; distillery will have capacity of about 120 gallons a day, exclusive of by-products.

**Roanoke—Construction.**—Vaughn Construction Co. has been chartered, with capital of from \$10,000 to \$100,000, by L. H. Vaughn and others.

**Standardsville—Telephone Company.**—Chartered: Swift Run Telephone Co. with capital of from \$1200 to \$5000, and E. D. Ott, president.

**Tazewell—Printing Plant.**—St. Clair Stuart will rebuild printing plant recently burned; cost \$10,000.\*

#### WEST VIRGINIA.

**Charleston—Cotton Cultivation.**—Quiver River Company of Mississippi, with \$400,000 capital, has been incorporated to raise cotton, etc.; incorporators, H. A. Dorsey, E. H. Merton of New York and A. B. Kelley of Mountclair, N. Y.

**Clarksburg—Plaster Factory.**—Clarksburg Plaster Co. will enlarge its plant.

**Clarksburg—Milling.**—General Distributing Co. has been incorporated, with capital stock of \$1,000,000, for operating milling plant and conducting mercantile business by H. S. Miller, R. B. Willison, C. E. Price and others, all of Clarksburg.

**Huntington—Mercantile.**—Searles & Mullin have been incorporated, with \$10,000 capital, to conduct house-furnishing business, by E. A. Searles, W. C. Mullin, J. J. McComas and others.

**Moundsville—Stone Quarries.**—West Virginia Stone Co. has been incorporated, with capital of \$50,000, by A. W. Wise of Littleton, W. Va.; G. W. Batson of Harvey, W. Va.; J. P. Wildman of Cairo, W. Va.; W. H. Batson and B. P. Wise of Moundsville. Company's purpose is to quarry stone and erect all kinds of stone buildings.

**Moundsville—Electric-power Plant.**—Moundsville Electrical Co. will expend \$20,000 in improvements.

**Nicholas County—Timber Lands.**—The Mead & Speer Co. of Pittsburg, Pa., has purchased 5000 acres of timber land in Nicholas and Clay counties, West Virginia.

**Parkersburg—Mercantile.**—C. S. Sleppy, A. H. Sleppy of Parkersburg, and J. S. Creighton of Marietta, Ohio, have incorporated the Charles Sleppy Company, with \$50,000 capital.

**Pleasants—Oil Wells.**—J. C. Dinsmore and sons have purchased the holdings of Mallory Bros. & Stewart in Pleasants, consisting of fifty-eight producing wells with daily capacity of forty-eight barrels.

**Richwood—Electric-light Plant and Ice Factory.**—Richwood Light & Power Co. will be incorporated, with capital of \$25,000, for erecting electric-light and ice plant by M. E.

Dyer of Richwood, P. J. Dyer of Weston, W. Va.; Thomas Burke of Wheeling, W. Va., and C. E. Melins of Elkins, W. Va.

**Wheeling—Lumber Company.**—J. A. Baker Lumber Co. will be organized for conducting general lumber business. For particulars address J. A. Baker, Room 47, Board of Trade Building.

**Wheeling—Oil and Gas Company.**—Joseph Spedel, B. Walker Peterson, Wm. Ellingham, James P. Maxwell and others have incorporated the Hunter Oil & Gas Co., with capital of \$10,000, to operate oil and gas wells.

**Williamson.**—W. A. Harris will rebuild saw and planing mill recently burned.

#### INDIAN TERRITORY.

**Chickasha—Electric-light and Power Plant.**—James W. Hockaday of Itasca, Texas, has purchased and will operate Chickasha electric-light plant, as recently reported; will operate as the Chickasha Light & Power Co.\*

**South McAlester—Coal Mines.**—Samples Coal & Mining Co. has been incorporated, with capital of \$100,000, and William Busby, president; J. F. Steele, vice-president; S. L. Busby, W. L. Bartlett and others.

**Tishomingo—Water-works.**—City will construct \$50,000 system of water-works, as recently reported. M. Griffin O'Neil of Dallas, Texas, is engineer in charge; J. A. Shannon, Tishomingo, architect; W. A. Borah, mayor.

#### OKLAHOMA TERRITORY.

**Alva—Mercantile.**—Chartered: Snyder-Mackemson Mercantile Co., with capital of \$20,000, by G. W. Snyder and others.

**Cherokee—Construction.**—Cherokee Construction Co. has increased its capital stock from \$1,500,000 to \$2,000,000.

**Cushing—Gas and Oil Company.**—Farmers' Oil & Gas Co. has been incorporated, with capital stock of \$500,000, by G. W. Faulkner, D. C. Teter, George Johnson, D. D. McHenry and others.

**Guthrie—Mining.**—Orange Gold Mining Co. has been incorporated, with capital stock of \$1,000,000, by C. V. Pattison, A. F. Homrighaus and others.

**Guthrie—Mercantile.**—Western Mercantile Co. has been incorporated, with capital of \$10,000, by D. R. Mosher, T. J. Garner, W. M. Black and others.

**Guthrie—Gas and Oil Wells.**—Braddock Oil & Gas Co. has been incorporated, with capital of \$5,000, by W. A. Gardner of Port Perry, Pa.; C. C. Pense of Braddock, Pa., and G. V. Pattison of Guthrie.

**Lawton—Sewerage System.**—Engineer Mathes will draw plans for Lawton's proposed \$45,000 sewerage system.

**Lawton—Mining.**—Security Mining & Milling Co. has been incorporated, with capital stock of \$1,000,000, by Robert W. Meech, Perry D. Anderson and William C. Laughlin.

**McLoud—Gas and Oil Wells.**—McLoud Oil & Gas Co. has been incorporated, with capital of \$10,000, by C. H. Craddock, H. Dawson and Charles Page.

**Newkirk—Telephone Company.**—Chartered: Newkirk Home Telephone Co., with capital of \$5000, by J. H. Smock, J. H. Thompson and Guy Stovall.

**Norman—Mercantile.**—Himes C. O. D. Grocery Co. has been incorporated, with capital of \$4000, by E. K. Himes and W. K. Himes.

**Oklahoma City—Candy Factory.**—Thomas Schaeffer and others of St. Joseph, Mo., are said to be interested in the establishment of candy factory at Oklahoma City.

**Oklahoma City—Wallpaper Company.**—Art Wallpaper Co. has been organized by C. C. Lee of Paducah, Ky.; J. C. Stivers of Owensboro, Ky., and others.

**Oklahoma City—Mercantile.**—Toggery Clothing Co. has been chartered, with capital of \$10,000, by W. A. Nelson and others.

**Oklahoma City—Land Improvement.**—Bradley Townsite Co. has been incorporated, with capital of \$10,000, by J. J. Rackley, Fred T. Cooper, W. S. Guthrie and others.

**Oklahoma City—Mining.**—The Illinois Mining & Smelting Co., reported recently as incorporated with capital of \$1,000,000 for development of gold mines and other mineral properties in Wichita mountains, has completed its organization, electing R. R. Fuller, president; F. Helm, secretary, and J. O. Pipher, treasurer.

**Shawnee—Clothing Company.**—Dickerson Clothing Co. has been incorporated, with capital of \$15,000, by W. H. J. J. and F. N. Dickerson.

**Shawnee—Candy Factory.**—Shawnee Candy Co. has been incorporated, with capital of \$10,000, by A. H. Hurford, P. W. Hanaphy and J. H. Milner.

## BURNED.

- Arkinda, Ark.—R. L. Dawson's cotton gin, valued at \$500.
- Arrington, Va.—Camp Manufacturing Co.'s lumber mill and dry-kilns; estimated loss \$35,000. Company's plant at Franklin, Va., was lately reported burned.
- Austin, Texas.—Hiddehouse and vineyard of T. P. Robinson, valued at \$800.
- Baltimore, Md.—Gieske & Nieman's tobacco warehouse; estimated loss \$35,000.
- Baltimore, Md.—The Darby Building, owned by Rufus Woods; estimated loss \$60,000.
- Barber, Ga.—Norman & Co.'s turpentine distillery.
- Bedford City, Va.—Storage warehouse of the Berry-Suhling Tobacco Co.; estimated loss \$10,000.
- Boughton, Ark.—E. Delaughter's saw-mill and cotton gin; loss about \$3500.
- Burlington, N. C.—Burlington Coffin Factory; estimated loss \$30,000.
- Danville, Va.—Riverside Cotton Mills damaged.
- Decatur, Ala.—John Cathcart's saw-mill; estimated loss \$15,000.
- Dunn, N. C.—South Dunn Furniture Manufacturing Co.'s plant, valued at \$75,000.
- Elizabeth City, N. C.—Elizabeth City Marble Works damaged.
- Elizabeth City, N. C.—Riverside Hotel; loss about \$5000.
- Elkins, W. Va.—S. T. H. Holt's brick works; loss \$1500.
- Florence, S. C.—Charles A. Gregory Tobacco Co.'s stemmyer, valued at \$21,000.
- Hahira, Ga.—Planters' Supply Co.'s warehouse; loss \$25,000.
- James City, N. C.—S. E. Sullivan's saw-mill damaged by boiler explosion.
- Knoxville, Tenn.—S. B. Newman & Co.'s bindery; estimated loss \$12,000.
- Louisville, Ky.—Hilton Collins' singletree factory; estimated loss \$12,000.
- Midway, Ky.—S. J. Greenbaum's distillery; estimated loss \$30,000.
- Newport News, Va.—Alhambra Hotel; estimated loss \$5000.
- Osborne, N. C.—M. B. Nickolson's grist mill and cotton gin; loss \$3000.
- Oxford, N. C.—Oxford Female Seminary, valued at \$25,000.
- Pembroke, Ky.—R. N. Lloyd's granary; loss about \$6000.
- Pine Bluff, Ark.—James Gould's cotton gin; estimated loss \$2500.
- Portland, Ark.—Portland Gin Co.'s cotton gin; estimated loss \$10,000.
- Rusk, Texas.—Acme Hotel; estimated loss \$30,000.
- Spartanburg, S. C.—Victor Mills' school and church building, valued at \$10,000.
- Spartanburg, S. C.—McMillan Bros.' cotton gin; estimated loss \$2000.
- Suffolk, Va.—C. J. Duke's warehouse.
- Vinita, I. T.—Vinita Milling Co.'s flour mill; estimated loss \$20,000.
- Waycross, Ga.—T. S. Singleton's planing mill and variety works damaged.
- Wellston, O. T.—D. H. Young's cotton gin; estimated loss \$12,000.
- Westminster, Md.—John E. Eckenrode's carriage factory; estimated loss \$15,000.
- Baltimore, Md.—Chapel.—T. Buckley Ghequeler has completed plans and specifications for proposed chapel and parish-house to adjoin Mount Calvary Protestant Church; cost \$10,000.
- Baltimore, Md.—Apartment-house.—W. B. Ehlen is organizing company, with capital of \$50,000, for converting the old Maryland Club building into an apartment-house; improvements will cost \$125,000.
- Baltimore, Md.—Warehouse.—T. B. Stanfield & Son have contract at \$25,000 for erecting four-story brick warehouse for Samuel Ales.
- Bryan, Texas.—W. S. Howell, secretary building committee, will receive plans until February 5 for erection of \$20,000 structure for Baptist church. Usual rights reserved.
- Dallas, Texas.—Building.—Plans have been prepared and contract will be let at once for remodeling the Middleton Building.
- Dallas, Texas.—Building.—Woodmen of the World have purchased site at \$6500, and will erect two-story building.
- Fayetteville, W. Va.—Hotel.—H. L. Ogden, proprietor of the Quinimont Hotel, recently burned, will rebuild at once.
- Gatesville, N. C.—Courthouse.—Board of commissioners for Gates county will receive sealed bids until March 7 to remodel and enlarge courthouse, including building and furnishing two fireproof rooms, in accordance with plans and specifications on file in office of register of deeds. Usual rights reserved; Lyeurgus Hoffer, clerk.
- Greensboro, N. C.—Dwelling.—A. S. Cate has awarded contract to J. C. Morris for erection of \$5200 dwelling.
- Greensboro, N. C.—Building.—C. D. Benbow will erect five-story brick and stone structure 167x100 feet.
- Greensboro, N. C.—Business Building.—W. A. Lash will erect business building.
- Greensboro, N. C.—Warehouses.—Conlter & Lowry Co. has let contract for erection of two cotton-goods warehouses.
- Hayre de Grace, Md.—Bank Building.—Wm. L. Plack, 1208 Chestnut street, Philadelphia, Pa., has prepared plans for the proposed one-story stone bank building to be erected by First National Bank.
- Iuka, Miss.—Store and Bank Building.—W. T. Ross will erect two brick store buildings and bank. Want bids from contractors.
- Jacksonville, Fla.—Building.—N. C. Wamboldt, J. H. Goodin, John A. Schneiders and E. J. Meyers have purchased site at corner of Monroe and Hogan streets, and will erect three-story brick structure at cost of \$25,000.
- Johnson City, Tenn.—Propagating Houses. Proposals will be received until February 9 at office of National Home for Disabled Soldiers, 346 Broadway, New York, N. Y., for furnishing material, labor, etc., for construction of propagating houses at Mountain Branch, N. H. D. V. S., near Johnson City. Plans may be seen and copies of instructions and specifications, together with blank proposals and other information, had upon application to the architect, J. H. Freedlander, 244 Fifth avenue, New York; to superintendent of construction, Johnson City, Tenn., and to Moses Harris, general treasurer, 346 Broadway, New York, N. Y.
- Joplin, Mo.—Bank and Office Building.—A. C. Michaelis will open bids February 15 for erection of four-story bank and office building for the Partlett Investment Co. Certified check for 2 per cent. of amount of bid must accompany each proposal.
- Kansas City, Mo.—Apartment-house.—John A. Ford will erect \$50,000 apartment-house.
- Kansas City, Mo.—Dwellings.—C. P. Schmidt has prepared plans for and will erect four dwellings at cost of \$16,000. Address 414 New Ridge Building.
- Kansas City, Mo.—Apartment-house.—J. W. McKeekie, 715 New York Life Building, has prepared plans for three-story apartment-house 50x350 feet, to be of brick, stone and terra-cotta, and erected at cost of \$75,000.
- Kansas City, Mo.—Elevator and Warehouse.—F. E. Parker & Son prepared plans for elevator and warehouse for Russell Grain Co., to be erected at cost of \$12,000.
- Kansas City, Mo.—Lodge Building.—Ivanhoe Lodge, A. F. and A. M., will erect \$10,000 building.
- Kansas City, Mo.—Flats Building.—A. F. Madorie will erect three-story brick flats building at cost \$30,000.
- Lake Charles, La.—Hotel.—Majestic Hotel Co. has been organized, with capital of \$10,000, for erection of four-story brick hotel 257x100 feet. George Lock, William E. Ramsay, D. R. Swift, L. Kaufman, J. A. Bell and others are the incorporators.
- Lawton, O. T.—Theater.—F. J. Hanks has contracted for erection of \$16,000 opera-house.
- Louisville, Ky.—Hotel Equipment.—Joseph McWilliams & Co., Louisville, Ky., has closed contract with Seelbach Realty Co. for complete mechanical equipment of its 10-story hotel previously reported. Contract includes installation of 600 horse-power in boilers, three 125-kilowatt electric generators, switchboard, electric wiring and conduits, electric elevators, heating and ventilating apparatus and 15-ton ice plant.
- Macon, Ga.—Theater.—Architect Lunn's plans for proposed \$50,000 theater have been accepted.
- Macon, Ga.—Academy of Music.—Henry De Givie will make improvements to the Academy of Music.
- Madison Station, Miss.—Bank Building.—W. M. Bennett, Madison, Miss., has contract for erecting building for Bank of Madison, reported last week.
- Marion, Ky.—Postoffice.—Blue & Gugenheim will erect \$7000 postoffice building.
- McHenry, Miss.—Hotel.—McHenry Improvement Co. has awarded contract for erection of its hotel, previously reported, to A. L. Myers of Gulfport, Miss.
- McIntosh, Ga.—Academy.—Trustees of Flemington Academy will erect new building.
- Memphis, Tenn.—Bank Building.—Memphis Trust Co. will have plans and specifications prepared by D. H. Burnham & Co. of Chicago, Ill., for its 15-story office building previously reported to be erected.
- Memphis, Tenn.—Theater.—Auditorium Theater, B. M. Stainback, manager, will be remodeled and improved at cost of \$20,000.
- Meridian, Miss.—Depot.—Plans of Frank P. Milburn of Columbia, S. C., have been approved by the Mississippi railroad commission for proposed \$75,000 union depot at Meridian. Building will be 400x90 feet. Address C. S. Clarke, general manager of the Mobile & Ohio Railroad, St. Louis, Mo.
- Milledgeville, Ga.—Church.—Presbyterian congregation, D. W. Brannon, pastor, Box 206, will erect \$15,000 edifice, as recently reported; building will be 75x55 feet. J. W. McMillan is architect.
- Napoleonville, La.—School.—John Marks, secretary board of school commissioners of Assumption parish, will receive plans, specifications and bids until February 1 for brick schoolhouse with rooms to accommodate 200 pupils, besides having an assembly hall with seating capacity for 300. Usual rights reserved.
- Nashville, Tenn.—Cottages.—Nashville Realty Co. will expend \$20,000 in erection of a number of cottages.
- Nashville, Tenn.—Apartment-house and Office Building.—W. L. Horn, representing several parties, is negotiating for site on which to erect 12-story apartment-house and office building combined.
- New Decatur, Ala.—Hotel.—It is reported that Charles Brown of Scottsboro, Ala., will erect hotel in New Decatur.
- Newport News, Va.—Hotel and Theater.—Mayor Moss is organizing company for erection of \$100,000 hotel and theater.
- Newport News, Va.—Hotel.—R. H. Richardson & Son of Hampton, Va., have contract for building an addition to Elkton Hotel at Newport News.
- North Fork, W. Va.—Lodge Building.—Contractors are wanted to furnish all material and build new Masonic building at North Fork. Plans and specifications can be found at office of L. H. Clarke, Kyle, W. Va., and L. G. Toney, North Fork.
- Oklahoma City, O. T.—Business Block.—Y. F. Freeman of Greenville, Ga., will erect four-story brick business block in Oklahoma City.
- Paducah, Ky.—Warehouse.—Paducah Public Warehouse Co. has been organized and will erect warehouse and conduct general storage business. Bransford Clarke will be manager.
- Pittsburg, Texas.—Church.—The Methodist church, Rev. E. L. Shettles, pastor, will erect \$20,000 structure.
- Raleigh, N. C.—Academy.—Charles K. Bryant will prepare plans and specifications for remodeling the Academy of Music.
- Rutledge, Tenn.—Courthouse.—Grainger county will erect \$25,000 courthouse; A. F. Bryan, county judge.
- Salisbury, N. C.—Lodge Building.—Plans of McMichael & Hunter of Charlotte, N. C., have been accepted for proposed three-story \$20,000 lodge building for B. P. O. E.
- Salisbury, N. C.—Theater.—Dr. Leroy Mcmone of Philadelphia, Pa., is having plans made by Hook & Sawyer of Charlotte, N. C., for erection of theater in Salisbury.
- Seneca, S. C.—Hotel.—L. A. H. Koeth, Wilmington, N. C., has prepared plans for proposed three-story brick and granite hotel for R. M. Richardson; cost \$20,000.
- Sherman, Texas.—Dormitory.—Board of managers of North Texas Female College will arrange for rebuilding dining hall and dormitory recently burned.
- Smithfield, W. Va.—Hotel and Opera-house. T. J. Bryan, Clarksburg, W. Va., has contract for erecting hotel and opera-house for Stephen Ice Co.
- Staunton, Va.—Depot.—Richards & Harris of Philadelphia, Pa., have prepared plans for proposed \$18,000 depot for Chesapeake & Ohio Railroad; C. E. Doyle, general manager, Richmond, Va.
- St. Louis, Mo.—Building.—Moorish Palace Co. will erect \$12,000 structure.
- St. Louis, Mo.—Warehouse.—Charles C. Clark, 7 North Main street, has had plans made by H. F. Foersterling for erection of one-story warehouse 96x146 feet; cost \$8000.
- St. Louis, Mo.—Hotel.—Mrs. Mary Glorious, 4454 Delmar avenue, is having plans drawn for two-story hotel 100x148 feet; cost \$8000.
- St. Louis, Mo.—Apartment-house.—Charles Griell, 6420 Bartmer street, has prepared plans for three-story apartment-house, 25x67 feet, for Herman Kahler; cost \$8000.
- St. Louis, Mo.—Hotel.—Edward F. Nolte, 620 Chestnut street, has prepared plans for two-story hotel, 200x300 feet, for American Hotel Co.; cost \$30,000.
- Tallahassee, Fla.—Bank Building.—W. B. Camp, Jacksonville, Fla., is preparing plans for proposed Capital City Bank Building; will be of brick, marble, granite and have all modern improvements. Bids are asked until February 1 on erection.
- Tupelo, Miss.—Courthouse.—Lee county will rebuild courthouse recently reported burned; will probably cost \$50,000. Address G. W. Long.
- Washington, D. C.—Apartment-house.—Bates Warren and John L. Warren are having plans prepared by B. Stanley Simmons for erection of five-story fireproof apartment-house to cost \$50,000.
- Washington, D. C.—Storage Building.—Mutual Automobile Storage Co., recently organized, is having plans made by B. Stanley Simmons for erection of two-story brick, cement and steel structure, 50x156 feet, to cost \$20,000 and designed for storage of automobiles and to contain a repair shop.
- Washington, D. C.—Building.—A. B. Mullet & Co. have prepared plans for three-story brick addition, 75x90 feet, for Andrew B. Graham, conducting printing establishment.
- Washington, D. C.—Church.—Little Falls Methodist Episcopal Church will erect new structure.
- Yazoo City, Miss.—School Building.—Plans of R. H. Hunt of Chattanooga, Tenn., have been accepted for Yazoo City's proposed \$25,000 school building to replace one recently burned.

## RAILROAD CONSTRUCTION.

## Railways.

- Amarillo, Texas.—Construction work is reported resumed upon the extension of the Choctaw, Oklahoma & Gulf line of the Rock Island system that is being built between Amarillo and Tucumcari, N. M.
- Arkansas City, Ark.—Reported that L. H. P. Northrup has secured \$50,000 to complete the Arkansas City & Winfield Railroad.
- Austin, Texas.—Alfred Smith, J. A. Hooper and others are reported negotiating with capitalists in New York to build a railroad from Austin south to Lockhart, about thirty miles.
- Baltimore, Md.—The Baltimore & Ohio Railroad Co. is reported to have purchased land to extend its yards at Camden Station. J. M. Graham is chief engineer.
- Birmingham, Ala.—An officer of the Dallas Construction Co., which has been organized to build the Birmingham, Monterey & New Orleans Railway, writes the Manufacturers' Record that the line proposed is from Bessemer, Ala., on the Frisco system, to Belle Ellen, Blockton, Scottsville to Centerville, Ala., the road branching there and one line going to Montgomery, Ala., via Ridgely, Billingsley and Grand View, and the other to Meridian, Miss., via Greensboro and Demopolis, Ala. The line from Birmingham to Montgomery would be 116 miles long and that from Birmingham to Meridian 160 miles long. Southbound from Birmingham to Meridian the opposing grades would be thirty-two feet to the mile, while northbound from Montgomery to Birmingham the opposing grades would be forty-three feet per mile, and the rest thirty-two feet per mile. It is proposed to give connection with the Seaboard Air Line at Montgomery and also to offer the Seaboard from Birmingham via

## BUILDING NOTES.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

- Amite City, La.—Bank Building.—People's Bank, B. Stern, president, will erect brick bank building.
- Anniston, Ala.—Bank Building.—City National Bank will erect new building.
- Ardmore, I. T.—Library.—J. W. Smith of Smith & Moore of Fort Worth, Texas, assisted by J. B. White of Ardmore, have prepared plans and specifications for proposed \$15,000 Carnegie library; structure will be of brick, sixty feet square.
- Arlington, Md.—Club Building.—August Fenniman will erect five-story brick and frame clubhouse and casino at Electric Park to replace buildings recently burned; will have steam heat, electric lights and all modern improvements; one-story brick boiler-house will also be erected; cost \$50,000.
- Atlanta, Ga.—Lodge Building.—Plans of Robert H. Carpenter have been accepted for proposed \$20,000 structure to be erected by the Supreme Lodge of Masons Annuity.



Bessemer and Meridian a connection through to New Orleans. W. D. Yates, chief engineer of the Dallas Construction Co., has charge of all engineering, and the final reconnaissance is just beginning, while the field parties will start work about February 1. The other officers of the construction company are: S. N. Wood, president; T. C. Purdy, vice-president and general manager; T. L. Adams, secretary; J. E. Simmons, treasurer.

Chambersburg, Pa.—The report that the Valley Traction Co., controlling trolley lines in the Cumberland valley, would build extensions is denied by President M. C. Kennedy.

Chicago, Ill.—Reported that the extension of the Santa Fe from Paul's valley, I. T., to Shawnee, O. T., fifty-two miles, will be finished and in operation by February 15. It is now open to Wanette, about half the distance.

Chicago, Ill.—Mr. W. L. Breckenridge, chief engineer Chicago, Burlington & Quincy Railroad, writes the Manufacturers' Record denying the report that an extension will be built to El Paso, Texas.

Chicago, Ill.—C. A. King, assistant general freight agent, and E. S. Wilson, industrial agent of the Chicago & Alton Railway, are reported interested with a syndicate in the plan to build an electric railway between Burnside and Monticello, Ky.

Chicago, Ill.—The Chicago & Alton Railroad will, it is reported, rebuild the branch between Mexico, Mo., and Jefferson City, Mo., filling in all trestles. H. F. Baldwin is chief engineer.

Chicago, Ill.—Mr. James Dun, chief engineer Santa Fe system, informs the Manufacturers' Record that he knows nothing of any surveys being made by the Santa Fe nor by companies interested with it for a line between Oklahoma City and Woodward, O. T.

Concord, N. C.—Reported that mining interests in Cabarrus county propose to build a railroad to connect Concord with the Seaboard Air Line. W. W. Gwatney is chief engineer of the Seaboard at Portsmouth, Va.

Dallas, Texas.—Reported that the city of Galveston has raised a fund to employ an expert to look into the proposition to extend the Texas & Pacific Railway there. B. S. Wathen is chief engineer of the company. F. E. Leons, attorney for the Howard Construction Co. of New York city, will, it is said, look into the proposition.

Durham, N. C.—The Durham & Southern Railway has been chartered to build a line from Durham to Apex, twenty miles, to connect with the Cape Fear & Northern road. B. N. Duke is the chief owner in both lines, and the new road, it is stated, will probably be extended to the seacoast. J. B. Duke, J. E. Stagg, George W. Watts and others are also interested. Mr. Stagg writes the Manufacturers' Record that a survey is being made for the proposed line.

Elizabeth City, N. C.—C. M. Ferebee of Elizabeth City is reported as saying that construction on the proposed electric railway from Elizabeth City to Norfolk, Va., will begin before March 1, as provided in the franchise.

El Reno, O. T.—The St. Louis, El Reno & Western Railway Co. has added to its board of directors Messrs. Edward Whitaker, S. W. Fordyce and Isaac H. Orr of St. Louis, Mo., and W. P. Homan of Guthrie, O. T. The latter will, it is reported, be general manager.

Fairmont, W. Va.—A. Spates Brady, chief engineer of the Morgantown & Pittsburg Electric Railway Co., is reported as saying that two miles of line out of Morgantown are finished and in operation. The road will run to Laurel Point, Riversville and Fairview, nineteen miles. Surveys made and one-fourth of the right of way secured. Joseph H. McDermott is president at Morgantown, W. Va.

Fort Worth, Texas.—Reported that the Northern Texas Traction Co. will improve its yards at Oak Cliff.

Fort Smith, Ark.—George Sengel, president of the Fort Smith & Northern Railroad, is reported as saying that preliminary surveys have been made and that permanent location will begin as soon as good weather sets in. The line will be about 130 miles long and will connect Ozark, Jasper and Harrison, Ark.

Fort Smith, Ark.—President C. E. Ratcliff of the Arkansas Central Railroad writes the Manufacturers' Record saying that no extension is to be made soon. This is concerning the report that the company will build an extension from Paris via Russellville and Heber to Bald Knob.

Goldsboro, N. C.—Mr. E. A. Humphrey, president of the Humphrey-Gibson Company, writes the Manufacturers' Record concern-

ing the Goldsboro & Seven Springs Securities Co., lately incorporated, that it will about April 1 next begin construction of the Atlantic & Northwestern Railroad from Goldsboro to Seven Springs, fifteen miles. The charter permits an extension from Seven Springs to the coast. A steam road will be built, but it may be so constructed as to permit the operation of electric cars if desired. Contract is to be let in March.

Galveston, Texas.—Official announcement is made of the opening of the Center extension of the Gulf, Beaumont & Great Northern branch of the Santa Fe system, the new line being about eleven miles long.

Galveston, Texas.—The work of connecting the Santa Fe and the Cane Belt railroads at Sealy is reported begun.

Hagerstown, Md.—The Valley Traction Co. has been organized with M. C. Kennedy, president, to control trolley lines in the upper Cumberland valley, and it is reported the company contemplates extensive improvements.

Hot Springs, Ark.—Concerning the report that Congressman Robinson has introduced at Washington a bill to permit the construction of a railway on East mountain or Hot Springs mountain, it is said that an unexpired franchise for a line on the same territory of the government reservation is still in the hands of George W. Baxter and others and is good until March 26 next.

Houston, Texas.—John Wharton Maxey, chief engineer, is reported as saying that the preliminary survey for the proposed Rice Belt Railroad from Galveston to Sinton is by way of Angleton, Bay City, Port Lavaca and Refugio.

Joplin, Mo.—The Southwest Missouri Electric Railway Co. is reported to have secured control of the proposed Mineral Cities Electric Railway and will immediately begin construction, nearly all material being secured. A. H. Rogers is president.

Kansas City, Mo.—A dispatch from Mexico announces the opening of the Kansas City, Mexico & Orient Railway between Topolobampo and Fuerte.

Kansas City, Mo.—Reported that construction will begin immediately on the proposed electric railway to connect Kansas City, Independence and Lexington, Mo. Stephen Mitchell of Kansas City, chief engineer, has finished surveys. The line will be about thirty miles long.

Knoxville, Tenn.—Robert Russell of Knoxville will, it is reported, take charge of constructing the Southern Railway's yard at North Birmingham, Ala.

Laurelford, Va.—Mr. Charles Hamon Stanley writes the Manufacturers' Record saying that the proposed electric railway will be about eighty-five miles long from Mt. Airy, N. C., over the Blue Ridge near Fancy Gap to Hillsville and Laurelford, Va.; thence over Buffalo ridge, about four miles east of Buffalo mountain, through Floyd Courthouse and along Little river, crossing Bent mountain and going to Roanoke. It will connect with the Southern Railway at Mt. Airy, and at Roanoke with the Norfolk & Western. The power plant, to be operated by water, would be near Floyd Courthouse.

Lexington, Ky.—The Bluegrass Traction Co. has, it is reported, placed a bond issue for \$700,000, and contemplates building new lines; president, Younger Alexander.

Lexington, Ky.—Reported that Falconer & Farrell of Lexington have secured an extension of six months from March, 1904, for their railway franchise in Somerset, Ky. They also propose to build from Somerset to Monticello, survey having been made and capital reported on hand. W. A. Gunn of Lexington is chief engineer.

Louisville, Ky.—The surveys made by the Louisville & Nashville Railroad from Elizabethtown, Ky., over Muldraugh's Hill are to reduce a grade from seventy-two feet to forty feet to the mile and to cut out a tunnel 170 feet long. R. Montfort is chief engineer.

Memphis, Tenn.—I. B. Hudson, general manager of the Shelby County Traction Co., is quoted as saying that the location of the proposed line to Collierville has been completed by Chief Engineer L. S. Proctor of Chicago. It will be via White Station, Ridgeway, Germantown, Forest Hill and Bailey's. Rights of way are now to be secured.

Nacogdoches, Texas.—W. H. Kimball of Davenport, Iowa, chief engineer for the Nacogdoches Southeastern Railway, will, it is reported, begin a survey for the extension. The line is now located for ten miles along the old grade of the Red River, Sabine & Western Railway.

Nevada, Mo.—W. H. Wood will, it is reported, immediately take charge of the engineering work for the proposed Stockton & Southeastern Railroad from Eldorado Springs

to Springfield. It is further said that construction work will begin.

New York, N. Y.—Mr. Bird M. Robinson, president of the Brunswick & Birmingham Railroad, 277 Broadway, writes the Manufacturers' Record saying it is not true that the company contemplates at this time an extension from Irwinville to Worth, Ga.

Norfolk, Va.—Reported that work will shortly begin on double-tracking the Chesapeake Transit Co.'s line to Cape Henry and Virginia Beach.

Norfolk, Va.—Clarence W. Tebault of Norfolk is reported to have sold to a Boston syndicate 52,000 acres of land in Pike county, Kentucky, near the Virginia State line, which, it is said, means that a connection will be built between the Ashland Coal & Iron Railroad and the Seaboard Air Line via the Kentucky and Virginia coal fields.

Norfolk, Va.—The Norfolk & Portsmouth Belt Line Railroad will, it is reported, make extensive improvements at Pinners Point and Port Norfolk. George S. Shafer is superintendent.

Palestine, Texas.—Reported that the International & Great Northern Railroad will use the \$449,000 of bonds of the Houston, Oak Lawn & Magnolia Park Railway in terminal and other improvements in Houston. J. D. Trammell is chief engineer.

Raleigh, N. C.—Mr. E. B. Barbee of the Raleigh & Pamlico Sound Railroad is reported as saying that surveys have been completed for about nine-tenths of the distance and that about 75 per cent. of rights of way have been secured. The route is from Raleigh to Wilson, Snowhill and Greenville, about 110 miles. Funds for building the line are on hand and contracts are to be let within a month. T. M. T. McKennon is chief engineer.

Roanoke, Va.—L. H. Vaughan is reported to have contract near Birmingham, Ala., on the Seaboard's extension from Atlanta. He will, it is stated, take charge immediately and employ about 1500 men.

San Antonio, Texas.—Tracklaying is reported begun at Alice, on the Brownsville extension of the San Antonio & Aransas Pass Railway, the first forty-one miles of which is said to be an absolutely straight line.

Sedgwick, Ark.—The Cache Valley Railway will, it is reported, lay ten miles of track immediately, construction of same having begun.

St. Louis, Mo.—Tracklaying is reported begun from Carthage, Mo., eastward on the White River extension of the Missouri Pacific. The tunnel and grading work immediately west of Cotter, Ark., is being pushed and is near completion.

St. Louis, Mo.—President B. F. Yoakum of the St. Louis & San Francisco Railroad writes the Manufacturers' Record that no arrangements have been made for the extension of its line from Brady to San Antonio, Texas.

Titusville, Pa.—The Kansas, Elk City & Texas Railroad Co. has been chartered in Oklahoma to build a line from a point on the Kansas boundary near Kiowa, Kan., southwest through Oklahoma via Elk City to Eagle Pass, Texas, 300 miles. W. C. Welton of Titusville, Pa., and I. C. Thurmond, P. C. Hughes, E. M. Scannell, George F. Patterson, Charles McCloud and E. R. Hughes of Elk City, O. T., are incorporators.

Tumlin, Ga.—Concerning the report that W. W. Summerlin, its manager, and others are planning to build a railroad from Tallapoosa, Ga., to Montgomery, Ala., the Vanderbilt Timber, Mining & Southwestern Railway Co. writes the Manufacturers' Record that it is constructing a road in the direction of Montgomery and has about ten miles graded, with track laid for seven miles, which is now being operated.

Vera Cruz, Mexico.—A concession has been granted to Pedro Ruiz and Manuel L. de Guervara for the Tuxtla & Gulf Railway from the Bay of San Teconapan to Caleria, with permission to extend to San Andres and Santiago, Tuxtla, in the State of Vera Cruz.

Washington, D. C.—Reported that the Southern Railway will build links in North Carolina between Reidsville and Kernersville, about twenty-seven miles, and between Mooresville and Gastonia, about thirty miles, making a shorter route to Atlanta. W. H. Wells is engineer of construction.

Wilmington, N. C.—Rumored that the Atlantic Coast Line may build a branch from Jonesboro, in Moore county, to Lillington, in Harnett county, about twenty miles. E. B. Pleasants is chief engineer at Wilmington.

#### Street Railways.

Alexandria, La.—H. B. Chase, secretary of the Alexandria Progressive Union, and others are reported interested in a plan to build an

electric street railway three miles long. Mr. Chase is quoted as saying that the company will soon be organized. Ira W. Sylvester of Alexandria may be chief engineer.

Graham, Tazewell Co., Va.—Construction reported begun on the grade for a street-car line.

Mobile, Ala.—The Mobile Light & Railroad Co. has applied for a franchise to build a track from Pritchard Station to Magazine Point.

Oklahoma City, O. T.—The Metropolitan Railway will, it is reported, extend the Military Hill Line.

Shawnee, O. T.—Construction is reported begun on the street railway.

Temple, Texas.—J. C. Houser and associates have been granted an extension of their street-railway franchise for sixty days.

#### Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Air Compressors.—Chas. T. Lehman, Birmingham, Ala., wants to purchase two straight-line air compressors having capacity of about 1500 feet of free air per minute each, air pressure to be 100 pounds; second-hand preferred.

Barrel Manufacturers.—H. W. Steinhilper, Cedar Keys, Fla., wants addresses of coeprage companies making barrels and kits for pickled fish.

Blowing System.—Hitt Salvage Co., Atlanta, Ga., wants second-hand Sturtevant hot-air blowing system, such as is used in drying brick and lumber. State size, condition and price.

Bobbin Machinery.—See "Woodworking Machinery."

Boiler.—See "Electric Light Plant."

Boilers.—See "Railway Equipment."

Bottling works Equipment.—Dr. McConnell Feezell & Co., Maryville, Tenn., is in market for bottles, Crown cork machine and soda boxes.

Brick Machine.—Patterson Brick Co., Spray, N. C., wants to purchase second-hand brick machine of 15,000 to 20,000 daily capacity.

Brick Machinery.—Ripley Contracting Co., Ripley, Tenn., manufacturer of stiff mud brick, wants to make a change in its machinery; has not decided whether to continue manufacturing this class of brick or some other; capacity to be about 20,000 per day.

Broom Machinery.—R. H. Edmunds, Columbia, S. C., wants to correspond with manufacturers of machinery for making brooms and whisk brooms.

Broom Machinery.—J. W. Guinn, Goshen, Va., wants bids on broom machinery.

Building Material.—Anderson & Moore, Tampa, Fla., want to correspond with manufacturers of building materials.

Can Manufacturers.—H. M. White, Fayetteville, N. C., wants addresses of manufacturers of cans suitable for paint, tar and other liquids.

Cannery Machinery.—J. W. Guinn, Goshen, Va., wants bids on cannery machinery.

Cast-iron Pipe and Specials.—Henry R. F. Macfarland, Henry L. West and John Biddle, commissioners, Washington, D. C., will open bids February 20 to furnish cast-iron pipe and specials for sewerage pumping station. Forms, specifications and necessary information may be obtained at office of commissioners.

Cast-iron Workers.—See "Hook Manufacturers."

Cleavers.—The Supply Co., 108 Bourbon street, New Orleans, La., wants to correspond with manufacturers of hand-riveting hammers (cleavers).

Clock.—Town of Franklin, N. C., wants to purchase town clock; J. C. Wright, secretary.

Cloth Cutters.—Virginia Bagging Co., 37 and 39 Nivison street, Norfolk, Va., wants

addresses of manufacturers of an improved cutter for cutting barrel covers to any size.

**Construction Materials.**—Bids addressed to the board of awards, care of Henry F. Hooper, register, City Hall, Baltimore, Md., will be received until January 27 for building stone, lumber, sand, cobble or rubble stone and broken stone, vitrified paving brick or blocks, vitrified sewer brick, vitrified sewer pipe, asphalt blocks, cement, curbstones, gutterstones, flagstones, granite paving blocks, sheet-asphalt repairs, sidewalk and sewer brick. Proposals will be received separately on each material. Specifications and blank proposal sheets can be had upon application.

**Cotton Gin.**—Wynne Gin Co., Pottsville, Ark., is in market for cotton-gin supplies.

**Dredge.**—Central Phosphate Co., Mt. Pleasant, Tenn., wants catalogues, prices and dates of delivery for suction dredges, capacity 200 cubic yards in ten hours, for sand, gravel and clay.

**Drying Equipment.**—See "Blowing System."

**Drying Equipment.**—Charles Earl Currie & Co., Louisville, Ky., is in market for second-hand rotary dryer suitable for drying barytes, fuller's earth, whitening, etc.

**Dust Exhauster.**—See "Engine and Boiler."

**Electric Specialties.**—The Supply Co., 108 Bourbon street, New Orleans, La., wants names and addresses of manufacturers of small electric specialties, such as hand-battery lights, etc.

**Electric-light Plant.**—Chickasha Light & Power Co., Jas. W. Hockaday, manager, Chickasha, I. T., wants bids on 200-horse-power engine, 200-horse-power boiler, 100 and 150 kilowatt alternator and line material.

**Electric-light Plant.**—Arnold & Tunn, Carlisle, Ark., want prices on 25 or 30-light plant.

**Electrical Equipment.**—Cypress Tank Co., Mobile, Ala., is in market for 25 to 50-horse-power electric motor, 220 or 500 volts, new or second-hand.

**Electrical Machinery.**—Press Printing & Publishing Co., Roanoke, Va., is in market for second-hand motor, fifteen horse-power, for 220 voltage and 1000 to 1200 revolutions.

**Engine.**—J. B. Garfunkel, Columbia, S. C., wants to buy 250-horse-power Corliss engine.

**Engine.**—See "Electric-light Plant."

**Engine and Boiler.**—Stovall Manufacturing Co., Stovall, N. C., is in market for second-hand engine and boiler mounted on wheels, from fifteen to eighteen horse-power; also dust exhauster for removing sawdust from saw-mill that cuts about 5000 to 10,000 feet boards per day; also short-log mill for cutting hog-head staves and box shooks.

**Fire-department Equipment.**—Urbanna, Va., wants information on hand ladder and truck for fire department. Address W. K. Howard, mayor.

**Fire Hose.**—P. Q. Moore, chairman fire committee, Wilmington, N. C., will open bids January 28 for furnishing city of Wilmington with 1000 feet of cotton fire hose, coupled complete and delivered f. o. b.: to be gum and wax treated, rubber lined and of 50-foot lengths and two-and-one-half-inch internal diameter, to withstand pressure of 400 pounds to square inch. All proposals must be accompanied by samples and based upon cash. Usual rights reserved.

**Fuelgas from Mill Waste.**—See "Wood Distillation, etc."

**Gas Engine.**—See "Machine Tools."

**Hoisting Equipment.**—Battery Machinery Co., Rome, Ga., is in market for hoisting machine, single-drum, reverse motion, with two cylinders 6x8, more or less.

**Hook Manufacturers.**—Earle G. Harrell, 100 Scott street, Camilla, Ga., wants names and addresses of parties manufacturing hooks, both of wire and cast-iron.

**Ice Plant.**—Spray Cold Storage Co., wishes to buy second-hand ice plant of about five tons capacity. Address Lawrence McKee, Spray, N. C.

**Ironworks Equipment.**—Sanford Day Iron Works, Knoxville, Tenn., wants prices on new or second-hand hammer, steam or belt driven, 90 to 200 pounds; bulldozer with 15 to 20-inch stroke, boring mill that will take in 33-inch car wheels and face hubs, hydraulic or screw press for car wheels up to 150 tons.

**Jetty Construction.**—Frank S. Long, A. Q. M., Fort De Soto, Fla., will receive proposals in triplicate until February 12 for constructing jetties. Usual rights reserved.

**Knitting Machinery.**—J. Z. Miller, Belton, Texas, wants to correspond with manufacturers of hosiery-knitting machines suitable for use in homes.

**Lumber-mill Equipment.**—See "Railway Equipment."

**Machine Tools.**—Rapides Machinery Co., Alexandria, La., P. O. Box 307, wants lathes, planers and gas engine.

**Machine Tools.**—Schultz-Howard Company, 706 Gay street, Knoxville, Tenn., will, later on, be in market for machine tools.

**Machine Tools.**—Hall Brothers Co., P. O. Box 257, Erie, Pa., wants 16-inch and 24-inch engine lathes, with 8-foot to 10-foot beds; 16-inch to 18-inch Fox turret lathes, and one small screw machine; second-hand will answer if in A No. 1 condition.

**Machinists.**—J. T. Gilbert, Pensacola, Fla., wants names of parties making a specialty of small castings; also of parties doing light machine work.

**Office Supplies.**—See "Printing-plant Equipment."

**Printing Machinery.**—Blaylock Publishing Co., Dallas, Texas, wants prices on printing machinery, etc.

**Printing-plant Equipment.**—St. Clair Stuart, Tazewell, Va., wants job presses, type, paper cutter, rules, borders and general office supplies.

**Railroad-construction Equipment.**—Wabash Railroad Co., H. H. Wellman, purchasing agent, St. Louis, Mo., wants prices on second-hand Alderwood unloaders; also ballast spreaders.

**Railway Equipment.**—McShane Lumber Co., Beaumont, Texas, wants prices on steel rails, locomotives, logging cars, boilers, dry-kilns, log-haul, etc.

**Railway Equipment.**—John G. Duncan Co., 316 318 Jackson avenue, Knoxville, Tenn., wants dealers' prices at once on pole-road logging locomotive, second-hand.

**Railway Equipment.**—J. A. Street Company, Citizens' Bank Building, Norfolk, Va., is in market for three 14x22 standard-gauge mogul locomotives; also three 7x12 36-inch-gauge locomotives, either new or second-hand.

**Railway Equipment.**—Miller Supply Co., Huntington, W. Va., is in market for 36-inch-gauge 14 to 18-ton Climax locomotive.

**Railway Equipment.**—A. V. Kaiser & Co., 222 South 3d street, Philadelphia, Pa., wants 200 tons of 60-pound steel railers, with angle bars. State price f. o. b. cars and if subject to Hunt's inspection.

**Railway Equipment.**—Chas. T. Lehman, 1301-1305 Powell avenue, Birmingham, Ala., is in market for 40-inch-gauge locomotive; prefer cylinders about seven-inch diameter.

**Roofing.**—McLendon & Co., Valdosta, Ga., is in market for about 100 squares of composition roofing.

**Stamp Mill.**—Cohutta Gold Mining Co., Spring Place, Ga., wants quotations on 10-stamp mill.

**Steam-pipe Connections.**—Rhode Island Company, Spray, N. C., is in market for heavy steam-pipe connections, and wants prices at once.

**Textile Machinery.**—Rhode Island Company, Spray, N. C., wants second-hand reels, yarn press and other textile machinery.

**Walks and Roads.**—H. W. French, captain, quartermaster, Chattanooga, Tenn., will receive bids in triplicate until February 15 for grading and constructing at Chickamauga Park, Ga., walks and roads. Information furnished on application. United States reserves usual rights.

**Wireworkers.**—See "Hook Manufacturers," etc.

**Wood Distillation, etc.**—Fernwood Lumber Co., Fernwood, Miss., wants information regarding the converting of yellow-pine mill waste into fuelgas for burning bricks.

**Woodworking Machinery.**—Grigg Manufacturing Co., Lincanton, N. C., wants machinery for making spoons.

**Woodworking Machinery.**—The Ashboro Courier, Ashboro, N. C., wants prices on machinery for equipping bobbin factory.

**Woodworking Machinery.**—Cypress Lumber Co., Apalachicola, Fla., is in market for lumber trimmer.

**Woodworking Machinery.**—McLendon & Co., Valdosta, Ga., is in market for some matcher heads.

**Woodworking Machinery.**—Cypress Tank Co., Mobile, Ala., is in market for second-hand veneer machinery and machinery for making butter dishes and trays.

**Woodworking Machinery.**—Lee Albertson, Sarecta, N. C., wants full information, including price of machinery, etc., regarding manufacture of shuttles.

**Wool.**—Spray Woolen Mills, Spray, N. C., is in the market for a first-class grade of wool.

**Woodworking Machinery.**—See "Engine and Boiler."

## INDUSTRIAL NEWS OF INTEREST.

### Another Standard Contract.

Another contract for municipal electric-lighting plant has been completed by the Standard Electric Co. of Norfolk, Va. It was for the town of Cheraw, S. C. The plant has been accepted and paid for.

### Sand-Drying Plant.

The C. O. Bartlett & Snow Company of Cleveland, Ohio, has received an order from the Dakota Pressed Brick Co. of Deadwood, S. D., for one of its rotary dryers for drying fifty tons of sand per day; also an order for conveying machinery.

### Railway & Electric Equipment Co.

The Railway & Electric Equipment Co. of Buffalo, N. Y., announces that it has discontinued its offices at Cleveland, Ohio, and now has no representative in that city. As indicated by the company's title, it supplies all kinds of electrical equipment, rails, cars, steam and power machinery, etc.

### Interest in a Gold Lead.

Buyers are wanted for controlling interest in a newly-discovered gold lead, said to be 900 feet wide from foot to hanging wall. It is also claimed that the lead is pitted to a depth of fifty feet, located nearly one mile, and that the ore assays from \$2 to \$60 per ton. Address Box 34, Waynesville, N. C.

### Complete Well-Drilling Outfit.

A complete well-drilling outfit that has been in use only four weeks will be sold on February 10 by John W. Ellison, trustee, Waynesboro, Va. Outfit comprises boiler, engine, derrick, cables, sand line and reel and all necessary small tools. Leases and options on nearly 5000 acres of land near Basic City, Va., will also be offered.

### Ready for Contracts.

Those who are, or will be, in the market for railway equipment, machinery and contractors' plants will be interested to know that the J. A. Street Company of Norfolk, Va., is now prepared to take contracts. This company has offices in the Citizens' Bank Building. It offers equitable prices and prompt shipments of the class of equipment in which it deals.

### Mississippi Timber for Sale.

Manufacturers looking for timber in the South are advised to correspond with Messrs. W. Jenkins & Co., Tarlert, Miss. This firm offers for sale some 15,000,000 feet of cypress, cottonwood, red gum, white oak, basswood, poplar, hickory and other timber. This timber is located on the Mississippi river, opposite mouth of Red river, and four miles from railroad now under construction.

### Irving H. Reynolds in Charge.

Irving H. Reynolds, formerly with the Allis-Chalmers Company, and for many years in charge of the pumping-engine department, has accepted the position of consulting engineer with the Wm. Todd Company of Youngstown, Ohio. He is in charge of the department devoted to the building of large high-duty crank and flywheel pumps, giving most of his attention to this branch of the business.

### Lunkenheimer Facilities Increased.

Owing to the growing demand for Lunkenheimer specialties, the Lunkenheimer Company of Cincinnati, Ohio, reports that it has again greatly increased facilities and is prepared to guarantee reasonably prompt shipments. The company also reports through its foreign branches an increasing export demand, and states that it will soon put on the market some new brass and iron steam specialties.

### To Promote Industrial Growth.

In view of the industrial possibilities in and around Columbus, Miss., the business men of that city having organized the Progressive Union, with liberal subscriptions to promote the industrial growth of the territory. Walter Weaver has been elected president; E. C. Chapman and J. T. Wood, vice-presidents, and a board of directors was also chosen. Correspondence is invited from manufacturers and others seeking suitable locations in the South.

### New Year Starts Well.

Results so far in the new year are particularly pleasing to the Walter A. Zelnicker Supply Co. of St. Louis, Mo. The company says that it has already received many orders for the general supply, railway and equipment departments, including several large contracts, one calling for 800 tons of rails for the Intramural Railroad at the Louisiana Purchase Exposition. The Zel-

nicker Company has begun work on its new car shops at East St. Louis.

### Modern Linter Machinery.

At the solicitation of a number of large oil-mill companies the Continental Gin Co. in 1900 decided to make and sell a high-grade line of linters and linter machinery. At the close of 1903 the company had sold nearly 900 linters to nearly 200 new oil mills established in that four years' period. A large number of machines were exported. The Continental Gin Co. has extensive plants for the production of this machinery, as well as its cotton-ginning equipments. Its home offices are at Birmingham, Ala.

### Foundry Supplies During 1903.

Forty solid miles of foundry facings, foundry supplies, plumbago, black lead, etc., were shipped during 1903 by the S. Obermayer Company of Cincinnati, Chicago and Pittsburg. The shipments amounted to: Full carloads, 4410; net tons, 80,291; pounds, 100,852,000. An average of 30,000 pounds per car equals 5353 cars; an average of 30 cars to the train equals 178 trainloads; an average of 54 feet to a car, allowing usual space between cars and length of engine, these trains would extend for forty miles.

### Saving in Albany Grease.

Engineers who use Albany Grease for lubricating machinery find a great saving in the oil bill. Evidence of this is continually reaching Messrs. Adam Cook's Sons, 313 West street, New York city, the only makers. J. E. Folse, engineer, Thibodaux, La., writes under date of January 1, 1904: "Albany Grease is the best thing to use on machinery, on any bearing of any kind. I have been using Albany Grease on a sugar mill for the last five years, and have cut down oil bill at least 50 per cent."

### Irons-Normandy Co. Announcement.

A trade announcement of interest comes from Joseph Irons. He states that he has interested C. R. Normandy and formed the Irons-Normandy Co. to continue his business as Southern distributor of sterling silverware, silver-plated ware, gold and silver goods and novelties. This change increased facilities. Messrs. Irons, O. K. J. Alcorn and Joseph C. Lewis (the two latter also members of the company) will travel to attend to the trade. Mr. Normandy will be in charge of the offices at 413 Century Building, Atlanta, Ga.

### With the Engineering Company.

H. M. Deavitt, analytical and consulting chemist and assayer, has taken the management of the Chicago office of the Engineering Company of America, 159 La Salle street. Ellis C. Spoker, the expert in cement plants, has become associated with the Engineering Company of America, with headquarters at the Chicago office. Edward Everett, civil engineer, who has specialized in railroad work, and who made the survey for one of the Hudson river tunnels, has become associated with the Engineering Company of America's New York office, 74 Broadway.

### Georgia Supply Co. in Atlanta.

"Everything in mill supplies and machinery" is offered by the Georgia Supply Co. of 26-32 Ray street, Savannah, Ga., and it has developed an extensive trade throughout Georgia and other Southern States. The company finds it necessary to establish a branch to facilitate the handling of its business in Atlanta, and offices have been located at 303 and 304 Empire Building, with Allgood Holmes in charge. Mr. Holmes is a mechanical engineer, and therefore well prepared to figure on contracts. The company represents such well-known manufacturers as Lodge & Shipley Machine Tool Co., Cincinnati Milling Machine Co., Bickford Drill & Tool Co., Brownell Company, Griffing Iron Co. and others.

### Hemphill Mining Supplies.

A dinner to a number of prominent mining engineers from Columbia was given on the 13th inst. at the Cafe Des Beaux Arts, New York city, by A. J. Hemphill, president of A. J. Hemphill, Inc., 52 Dey street, manufacturer and dealer in mining supplies. The guests have been for some time in this country purchasing machinery for large mining properties in which they are interested. Among those present were J. S. Johnston, Oliver O. Pike, Isidor Davidov, W. Davidov, R. E. Hazard, Chas. E. Emerick and Hoyt Spelman. Messrs. Emerick and Spelman were formerly connected with the Abendroth & Root Manufacturing Co. at its New York headquarters, and are now identified with A. J. Hemphill, Inc.



**Lithographed Printing.**

Those who have occasion to use stock certificates wonder how it is possible for a few firms to furnish beautifully lithographed certificates, on bond paper, at a much lower cost than printers would charge for setting up the same matter in type. The answer to the problem is "specialization." These firms lithograph an enormous number of certificates at one time, leaving blank spaces for the name of the corporation, amount of capital stock, etc., which is filled in by printing. Messrs. John G. Hullett & Co. of Baltimore, Md., have established a reputation for quality of workmanship and promptness in filling orders for such certificates. They are also specialists in high-grade printed and engraved business stationery.

**Grain Door for Railroad Cars.**

D. L. Foster, manager of the Crestline Milling Co., Crestline, Ohio, has invented a grain door for railroad cars. The door is designed to save all loss of grain in shipping, as it is absolutely tight at the sides and bottom of the car, and would hold grain in bulk as small as cloverseed. The door has a device that makes it very easy to raise up for unloading. It can be made of all sheet steel or of steel and lumber combined. It remains in the car when not in use, but entirely out of the way of loading other freight. It is expected that the door will be adopted in the near future by all railroads, and equipping stations established at all grain centers. Marion (Ohio) capitalists are interested in the arrangements being made to manufacture the door.

**American Sheet & Tinplate Co.**

Last week announcement was made that the American Sheet Steel Co. and the American Tinplate Co. would hereafter be conducted as the American Sheet & Tinplate Co. It was further stated that the general offices would be removed from Battery Park Building, New York, to Pittsburgh. The dates of removals of the several departments are: January 9, first vice-president, the operating and order departments and the former purchasing department of the tinplate company; January 16, the second vice-president and manager of sales, the sales and traffic departments and the special agent, and January 23, the president, treasurer, auditor and their departments. George G. McMurtry, chairman of directors, will remain in New York; address, P. O. Box 814.

**Danger From Short-Circuiting.**

A material for preventing loss by fire and danger to life from the short-circuiting of high-voltage electrical wires, for which the trade-mark "Nagrite" has been adopted, is being marketed. "Nagrite" is furnished in strips of several widths from three inches to thirty-six inches, suitable for wrapping spirally on electrical cables, and is held in place with asbestos fireproof glue, thus protecting the cables from external fire and confining any internal fire. The material presents a neat and permanent finish, and is not affected by atmospheric conditions. It has been adopted by the Niagara Falls Power Co., International Power Co., Buffalo Street Railroad Co., New York Edison Co. and other important electrical plants. Further particulars may be obtained from the asbestos department of the H. W. Johns-Manville Co., 100 William street, New York.

**Steel-Bound Concrete Curb.**

Many municipal authorities have not thoroughly considered the very important question of curbing for streets. A curb should be laid so that it will be a permanent fixture, and this can be done by adopting the steel-bound concrete curb. This curb is the result of ten years' experimentation. It is ornamental, durable, has true alignment and great permanency. Steel-bound concrete curb is protected at the outer corners or edge by a galvanized beam or bar of soft steel scientifically and practically made and placed so it will give the result desired. It has received the highest commendation in New York, Boston, Washington and various other cities. In many places it has replaced the best granite. The galvanized corner bar assumes a dark blue color, and the concrete is colored to match; hence the bar is hardly noticeable, the curb, when finished, looking very much like a machine-dressed bluestone with a nicely rounded corner, which never becomes chipped and broken, as do stone curbs. There is about 100 miles of this steel-bound curb now used in some fifty or more cities, especially by important railway systems for paving around their depots. The material has also been largely used on the important bridges of the country. An illustrated booklet about this curb has been issued by the Steel Protected Concrete Co., Real Estate Trust Building, Philadelphia, Pa.

**FINANCIAL NEWS.**

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

**Review of the Baltimore Market.**

Office Manufacturers' Record,  
Baltimore, Md., January 20.

The Baltimore stock market has been moderately active, and for speculative issues generally steady during the past week, excepting some depression in Sea-boards, there being, however, a reaction from the lowest point. Investment stocks and bonds were in fair demand, and prices were mostly firm.

In the trading United Railways common sold at 8½ and 8¼, the incomes from 56½ down to 56 and the 4s at 91½ to 91; the Light & Power 4½s changed hands at 79½ and 80; Consolidated Gas at 58½ and 59, and the 6s at 109; Seaboard common went from 9¾ down to 8½, but recovered to 9 and 9¼; the rights sold from ½ down to ¼ of 1 per cent., and reacted; the preferred dropped from 17½ to 15½, and reacted to 16½, the recovery being well held; the 4 per cents fell from 67¼ to 64½, and recovered to 66¼, but fell again to 65½, while the drop in the 10-year 5s was only from 97¼ to 96. Sales of the three-year 5s were made at 78½, 79 and 80. United States Cotton Duck sold at 3; G. B. S. common at 6½, the incomes at 23½ and 24, and the 1sts at 47 and 48.

Merchants' Bank stock was traded in at 182, Western Bank at 37½, Second National at 195¼ and Union Bank at 115½. Fidelity & Deposit sold from 130½ down to 129, while Security Storage & Trust changed hands at 105.

Other securities traded in were as follows: Atlantic Coast Line Railroad, 106½; do, consolidated 4s at 93 and 93½; do, (S. C.) 4s, 90½; do, 4s, certificates, new, 83½; do, 4s (Conn.), certificates, 90; Georgia & Alabama consolidated 5s, 102½ down to 101½, recovering fractionally; West Virginia Central 6s, 109½ and 109¾; Anacostia & Potomac 5s, 92½ and 93; Baltimore & Harrisburg Western extension 5s, 110½; Lake Roland 5s, 119; Northern Central 5s, A, 118; Old Town Fire Insurance, 5½; South Bound 5s, 106 and 106½; Baltimore Traction convertible 5s, 101½; Virginia Midland 1sts, 105; do, 2ds, 112 and 113; Atlanta & Charlotte 1sts, 107 and 107½; Albany & Northern 5s, 92; Atlanta Street Railway 5s, 103½; City & Suburban 5s (Baltimore), 112½; City & Suburban 5s (Washington) 93½ and 94; Metropolitan Street Railway 5s, 117½; Norfolk Street Railway 5s, 105½; Knoxville Traction 5s, 101; Northern Central, 87½; Virginia Century, 94½ and 94¾; Charleston & West Carolina 5s, 110; Charleston City Railway 5s, 102½; Georgia, Carolina & Northern 5s, 105½ and 105¾; Baltimore City 3½s, 1930, 110½; Brush Electric 5s, 104½; Baltimore City 3½s, 1928, 111; do, 1940, 110½; Baltimore & Annapolis Short Line stock, 91½; Augusta Street Railway 5s, 100½; Richmond Traction 5s, 104½.

**SECURITIES AT BALTIMORE.**

Last Quotations for the Week Ended  
January 20, 1904.

Railroad Stocks.	Par.	Bid.	Asked
Georgia Southern & Florida.....	100	52	52
Georgia Sou. & Fla. 1st Pref.....	100	100	100
Georgia Sou. & Fla. 2d Pref.....	100	62	72
United Railways & Elec. Co.....	50	8	8½
Seaboard Railway Common.....	100	8½	9
Seaboard Railway Preferred.....	100	16	16½
Atlantic Coast Line R. R.....	100	106½	110

Bank Stocks.	Par.	Bid.	Asked
Citizens' National Bank.....	10	27½	27½
Commercial & Far. Nat. Bank.....	100	47½	47½
First National Bank.....	100	151	151
German Bank.....	100	129	129
Merchants' National Bank.....	100	183	183
National Bank of Baltimore.....	100	109	109
National Bank of Commerce.....	15	26	28
National Exchange Bank.....	100	194	204

National Howard Bank.....	10	11½	11½
National Marine Bank.....	30	36	36
National Union Bank of Md.....	100	114	114
Second National Bank.....	100	193	196
Third National Bank.....	100	125	125
Western National Bank.....	20	37	40

**Trust, Fidelity and Casualty Stocks.**

American Bonding & Trust.....	50	75	75
Continental Trust.....	100	130	140
Fidelity & Deposit.....	50	129½	129½
International Trust.....	100	88	93
Maryland Casualty.....	25	45	47½
Mercantile Trust & Deposit.....	50	130	133½
Union Trust.....	50	38	38

**Miscellaneous Stocks.**

G. B. & S. Brewing Co.....	100	6	9
United Elec. L. & P. Pref.....	50	40	40
Cotton Duck Voting Trust.....	100	1½	2½
Consolidated Coal.....	100	75	75
George's Creek Coal.....	100	80	85
Consolidated Gas.....	100	58	59

**Railroad Bonds.**

Albany & Northern 5s.....	92	92½	92½
Atlanta & Charlotte 1st 7s, 1907.....	107	107	107
Atlantic Coast Line Con. 4s.....	92½	93½	93½
Georgia Car. & North. 1st 5s, 1929.....	105	106	106
Georgia South. & Fla. 1st 5s, 1915.....	111	112	112
Georgia Pacific 1st 6s, 1922.....	105	120½	120½
Petersburg, Class A 5s, 1926.....	110	110	110
Petersburg, Class B 6s, 1926.....	120	120	120
Savannah, Fla. & West. 5s, 1931.....	112	112	112
Seaboard & Roanoke 6s, 1916.....	105	105	105
Southern Railway Con. 5s, 1904.....	111½	112½	112½
Virginia Midland 1st 5s, 1906.....	105½	106	106
Virginia Midland 2d 5s, 1911.....	112½	113½	113½
West. North Carolina Con. 6s, 1914.....	113½	113½	113½
West Virginia Central 1st 6s, 1911.....	109½	110	110
Charleston City Railway 5s, 1923.....	102	103	103
Charleston Con. Electric 5s, 1909.....	83	83	83
Knoxville Traction 1st 5s, 1928.....	100	102	102
Newport News & Old Pt. 5s, 1938.....	100	100	100
Norfolk Street Railway 5s, 1944.....	106	106	106
United Railways 1st 4s, 1919.....	90½	91½	91½
United Railways Inc. 4s, 1919.....	56	56½	56½
Seaboard 4s.....	65½	66	66
Seaboard 10-year 5s.....	95½	97	97
Georgia & Alabama Con. 5s.....	101½	102½	102½
South Bound 5s.....	106	106	106

**Miscellaneous Bonds.**

G. B. & S. Brewing 1st 3-4s.....	47	47½	47½
G. B. & S. Brewing 2d Income.....	24½	25	25
United Elec. Light & Power 4½s.....	79	80½	80½
Consolidated Gas 6s, 1916.....	109	109½	109½
Consolidated Gas 5s, 1939.....	110½	110½	110½

**SOUTHERN COTTON MILL STOCKS**

Quotations Furnished by Hugh Mac-  
rae & Co., Wilmington, N. C., for  
Week Ending January 18.

	Bid.	Asked.
Abbeyville Cotton Mills (S. C.).....	70	70
Aiken Mfg. Co. (S. C.).....	55	50
Anderson Cotton Mills (S. C.).....	125	125
Arkwright Mills (S. C.).....	105	105
Augusta Factory (Ga.).....	67	75
Avondale Mills (Ala.).....	100	100
Belton Mills (S. C.).....	102	102
Bibb Mfg. Co. (Ga.).....	108½	108½
Buffalo Cotton Mills (S. C.).....	100	100
Buffalo Cotton Mills (S. C.) Pfd.....	100	100
Cabarrus Cotton Mills (S. C.).....	122	122
Chickamauga Mfg. Co. (S. C.).....	95	95
Clifton Mfg. Co. (S. C.).....	101	101
Clinton Cotton Mills (S. C.).....	135	135
Courtenay Mfg. Co. (S. C.).....	110	115
Columbus Mfg. Co. (Ga.).....	95	95
Dallas Mfg. Co. (Ala.).....	78	85
Darlington Mfg. Co. (S. C.).....	90	90
Eagle & Phoenix Mills (Ga.).....	108	108
Eastley Cotton Mills (S. C.).....	74	85
Enoree Mfg. Co. (S. C.).....	76	85
Enterprise Mfg. Co. (Ga.).....	150	150
Exposition Cotton Mills (Ga.).....	150	150
Gaffney Mfg. Co. (S. C.).....	85	85
Graniteville Mfg. Co. (S. C.).....	135	150
Greenwood Cotton Mills (S. C.).....	99	102
Grendel Mills (S. C.).....	100	104
Henrietta Mills (N. C.).....	200	200
King, John P. Mfg. Co. (Ga.).....	83	83
Lancaster Cotton Mills (S. C.).....	110	110
Lancaster Cot. Mills (S. C.) Pfd.....	100	100
Langley Mfg. Co. (S. C.).....	95	100
Laurens Cotton Mills (S. C.).....	165	170
Lockhart Mills (S. C.).....	102	102
Louise Mills (N. C.).....	95	95
Louise Mills (N. C.) Pfd.....	103	103
Marlboro Cotton Mills (S. C.).....	90	90
Mills Mfg. Co. (S. C.).....	100	100
Mills Mfg. Co. (S. C.) Pfd.....	100	100
Monaghan Mills (S. C.).....	100	105
Newberry Cotton Mills (S. C.).....	120	120
Norris Cotton Mills (S. C.).....	110	110
Odell Mfg. Co. (N. C.).....	100	100
Orangeburg Mfg. Co. (S. C.) Pfd.....	100	100
Orr Cotton Mills (S. C.).....	100	105
Pacolet Mfg. Co. (S. C.).....	103	103
Pelzer Mfg. Co. (S. C.).....	169	169
Piedmont Mfg. Co. (S. C.).....	200	200
Pos. E. W. Mfg. Co. (S. C.).....	130	137½
Roanoke Mills (N. C.).....	98½	102
Saxon Mills (S. C.).....	100	103
Sibley Mfg. Co. (Ga.).....	60	65
Southern Cotton Mills (N. C.).....	90	90
Spartan Mills (S. C.).....	135	145
Trion Mfg. Co. (Ga.).....	125	150
Tucapau Mills (S. C.).....	140	140
Union Cotton Mills (S. C.).....	155	155
Union Cotton Mills (S. C.) Pfd.....	162½	162½
Victor Mfg. Co. (S. C.).....	135	135
Warren Mfg. Co. (S. C.).....	106	106
Warren Mfg. Co. (S. C.) Pfd.....	106	106
Washington Mills (Va.).....	20	20
Washington Mills (Va.) Pfd.....	95	95
Whitney Mfg. Co. (S. C.).....	115	125
Wilmington Cot. Mills (N. C.) Pfd.....	100	100
Woodruff Cotton Mills (S. C.).....	95	97½

**Banks in Georgia.**

The address upon the resources of Georgia, made before the last annual convention of the American Bankers' Association by Col. Robert J. Lowry, president of the Lowry National Bank of Atlanta, has been printed in pamphlet form for general distribution. It shows that Georgia has forty-six national banks and 220 State and private banks. The national banks have an aggregate capital of about

\$5,000,000 and deposits of about \$18,000,000, while the State banks have an aggregate capital and surplus of about \$12,000,000 and deposits of about \$38,000,000.

**Rock Island's New Bonds.**

Advices from New York state that official announcement is made of the new financial plan of the Chicago, Rock Island & Pacific Railway. It is proposed to issue not more than \$163,000,000 of bonds at not more than 4 per cent. per annum. These securities are to be disposed of as follows:

To be issued at once.....	\$15,000,000
Reserved to take up underlying issues.....	82,025,000
To provide funds to the amount of 75 per cent. for purchase of securities to be acquired in future.....	13,500,000
Reserved for improvements at rate not exceeding \$2,500,000 yearly.....	27,475,000
To be held by trustee for improvements or betterments.....	25,000,000
Total.....	\$163,000,000

It is said that the plan does not make provision for refunding \$61,581,000 of general mortgage 4s outstanding; also that it makes allowance for \$25,900,000 of general 4s not yet issued, and therefore the original financial plan has been only slightly modified. The immediate purpose of making provision now for a bond issue is to partially reimburse the treasury company for expenditures recently made, there having been disbursed between January 1, 1901, and October 31, 1903, the sum of \$42,493,006 for acquiring new lines, shops and equipment and \$2,013,000 for retiring bonds and equipment notes, while there are estimated expenditures to complete work under construction amounting to \$7,653,548. A meeting of the stockholders has been called for March 21 to ratify the new financial plan.

**New Corporations.**

Reported that G. W. Armstrong & Co. of Sour Lake, Texas, will open a bank at Batson, Texas.

A new national bank with \$25,000 capital is reported in process of organization at Orange, Va.

The Bullard Loan & Investment Co., capital \$2000, is reported organized at Birmingham, Ala.

A farmers' bank is reported organized at Metz, Mo., with F. I. Rucker as cashier; capital \$5000.

It is reported that B. F. McReynold will start a private bank for farmers at Bronaugh, near Metz, Mo., with \$10,000 capital.

The Farmers' Mutual Insurance Association of Bell county, office at Belton, Texas, has been authorized to begin business.

The Farmers' Bank of Lockwood, Mo., capital \$25,000, has been incorporated by A. Lack, D. P. Burns, U. S. Keran and others.

The Bank of Essex, Mo., capital \$15,000, has been incorporated by A. L. Hardy, J. B. Buck, J. N. Punch and others.

The Bank of Hickory at Hickory, Miss., capital \$30,000, has been incorporated by R. S. Hill, O. Hopkins, W. S. Carraway and others.

Birmingham, Ala.—The Tribble Investment Co., capital \$2000, has been chartered by Gus Tribble, Bettie Tribble and J. V. Ward.

The Alexandria National Bank of Alexandria, Va., capital \$100,000, has been organized; C. E. Nichol, president; T. C. Smith, cashier.

The Planters' Bank of Pawnee, O. T., capital \$25,000, is reported organized by O. M. Lancaster, G. H. Phillips and Frank Hudson.

The Bay Spring Bank of Bay Spring, Miss., has published its charter. W. S. Pettus of Ellisville and L. L. Denson of

Bay Spring and others are reported interested.

The National Bank of Middlesboro, Ky., capital \$50,000, has organized; R. C. Ford, president; L. L. Robertson, vice-president; W. C. Sleet, cashier.

The Bank of Bay Springs at Bay Springs, Miss., capital \$50,000, has been incorporated by W. S. Pettus, L. L. Denson, C. Thigpen and others.

The Merchants and Planters' Bank of Tehula, Minn., with \$50,000 capital, has been incorporated by Ira Jones, A. H. Roby, H. Christmas and others.

The Bank of Roxie at Roxie, Miss., has been incorporated, with \$25,000 capital. The incorporators are W. P. Cassidy, L. H. Byrd, H. G. Butler and others.

The First National Bank of Bennington, I. T., capital \$25,000, has been organized. The officers are: R. L. Williams, president; W. O. Byrd, cashier.

The Citizens' National Bank of Daingerfield, Texas, is authorized to begin business; capital \$30,000. The officers are W. T. Connor, president; J. W. Phillips, cashier.

The First National Bank of Kyle, Texas, capital \$25,000, has been approved. The organizers are Otto Groos, O. G. Parke, M. C. Parke, Will Groos, Thos. E. Parke and others.

It is reported from Fort Worth, Texas, which has recently been designated as a reserve city, that negotiations are pending for the establishment of two more national banks there.

The People's Bank at Georgetown, S. C., is reported to have elected officers as follows: J. B. Steele, president; H. W. Fraser, cashier, and H. L. Oliver, teller. It will begin business soon.

The First National Bank of Lutecher, La., has been approved; capital \$25,000. The organizers are E. S. Woodfin, Shreveport, La.; H. H. Youree, P. Youree, Lynn H. Diukins and M. A. Morse.

The National Bank of Poteau, I. T., has been approved; capital \$25,000. The organizers are Edward McKenna, William R. Rogers, Terril T. Varner, Benj. H. Harper and William J. Echols.

The First National Bank of Logan, W. Va., capital \$25,000, has been approved. The organizers are W. J. Crutcher, Logan; Scott Justice, Scott McDonald, T. C. Whited, G. R. Buskirk and others.

The First National Bank of Foss, O. T., capital \$25,000, has been organized, with the following officers: I. C. Thurmond, president; E. K. Thurmond, vice-president, and A. L. Thurmond, cashier.

The Bank of Dumas at Dumas, Ark., has been chartered, with \$25,000 capital and the following officers: X. J. Pindall, president; D. O. Porter, vice-president; H. L. Coulter, secretary and treasurer.

The Union City Bank & Trust Co. of Union county, Tennessee, capital \$35,000, has been incorporated by R. P. Whitesell, J. F. Howard, T. F. Stubbs, Robert H. Driskell, R. M. Whipple and S. Waddell.

The Winkelman Banking Co. of Shelby county has been incorporated at Memphis, Tenn., with \$10,000 capital, by H. T. Winkelman, J. A. Winkelman, William Winkelman, Walk C. Jones and Rhea P. Cary.

The Farmers and Merchants' National Bank of Comanche, Texas, has been approved; capital \$50,000. The organizers are N. E. Palmer, W. F. Durham, A. J. Gray, J. F. Tate, J. C. C. Martin and others.

The Planters' Bank & Trust Co. of Cochran, Ga., will, it is reported, apply for a charter. Among those interested are A. J. Thompson, Sr., Z. V. Peacock, J. B. Thompson, I. Mackoff, C. R. Taylor and B. J. Wynne.

The First National Bank of Liberal, Mo., capital \$25,000, has been organized,

with the following officers: J. H. Conrad, president; J. M. Wilson, vice-president; D. B. Horton, cashier; A. Dimond, assistant cashier.

The First National Bank of Lewisville, Texas, capital \$25,000, has been approved. The organizers are J. W. Spencer, Lewisville, Texas; B. L. Spencer, W. D. Milliken, C. I. Thomas, J. H. Donald, E. L. Berry and others.

The Louisa County National Bank of Mineral, Va., capital \$25,000, has been approved. The organizers are James L. Shelton, Richmond, Va.; J. B. Woody, W. J. Coleman, J. H. Whitlock, W. O. Ennis and others.

The First National Bank of Cullman, Ala., has been authorized to begin business; capital \$25,000. The officers are G. Scott Leeth, president; P. B. Barker, vice-president; O. M. Fisher, cashier, and R. J. York, assistant cashier.

The Farmers and Merchants' National Bank of Onley, Va., has been approved; capital \$25,000. The organizers are John S. Parsons, Accomac, Va.; W. A. Burton, J. H. Ayres, L. J. Savage, John W. Rogers and John W. Edmonds.

Reported that Arthur L. Crandall of the Billon-Crandall-McGeary Bond & Stock Co. is organizing a new bank at St. Louis, Mo., to be known as the Western National and to have \$500,000 capital. It is said that Franklin P. Jones will be cashier.

The German-American National Bank of Mason, Texas, capital \$25,000, has been organized, with officers as follows: John Lumburg, Sr., president; J. W. White, vice-president; F. W. Lumburg, cashier; H. C. Durst, assistant cashier.

It is reported that another national bank is being organized at Brenham, Texas, to have \$100,000 capital. Among the stockholders are Dr. Joseph Thistram, Messrs. W. A. Wood and F. A. Wood, E. Reichardt, Sr., R. Strickert, Hon. T. A. Low and others.

The Louisa National Bank has been organized at Louisa, Ky., with \$25,000 capital. The directors are B. F. Thomas, president; M. G. Watson, vice-president; M. F. Conley, cashier; J. F. Hackworth, Dr. L. H. York, Augustus Snyder and F. H. Yates.

The Mutual Loan and Investment Association of Savannah, Ga., has filed incorporation papers, capital not exceeding \$400,000. The incorporators are Murray M. Stewart, W. S. Boatwright and C. August Mittel of Savannah and George N. Mathews and M. Leader of Montgomery county, Georgia.

The Searcy Bank of Searcy, Ark., capital \$30,000, has been incorporated, with the following officers: W. M. Watkins, president; J. B. Grammer, vice-president; J. J. Bangh, secretary and treasurer. The other directors are J. S. Booth, J. C. Harder, Otto King, R. S. Booth, Eugene Cybert, L. E. Moore, D. W. James.

The Bank of Jackson, capital \$10,000, is reported organized at Jackson, La., with the following officers: D. H. Taylor, president; G. G. Keller, first vice-president; E. S. Woodfin, second vice-president; directors, D. M. Pipes, J. B. Dudley, H. D. Moore, E. C. McKowen, D. H. Taylor, G. G. Keller and E. S. Woodfin.

The Merchants' Bank of Augusta, Ga., capital \$50,000, surplus \$25,000, has received its charter. The incorporators are H. H. Cumming, George S. Murphey, Maurice Walton, W. T. Field, W. J. Hollingsworth, William H. Barrett, J. W. Levy, J. E. Tarver, A. S. Hatch, C. T. Purd, P. H. Rice, W. M. Nixon and E. W. Merman.

The Escambia Investment & Security Co. has been organized at Pensacola, Fla., capital \$100,000. The officers are: Mayor T. E. Welles, president; Thos. F. McGourin, vice-president; J. E. D'Ale-

berte, secretary; L. M. Davis, treasurer, and T. E. Welles, Thos. F. McGourin, J. E. D'Alemberte, L. M. Davis, C. F. Zeek, J. R. Sanders and Chas. A. Born, directors.

The Citizens' Savings Bank & Trust Co. of Birmingham, Ala., capital \$50,000, has been organized to begin business about March 1. The officers are H. H. Mayberry, president; B. F. Roden, vice-president; J. B. Cobb, treasurer, and C. G. Davidson, secretary. The board of directors consists of Messrs. Mayberry, Roden, Cobbs, C. O. Burns of New York city, and J. H. Robinson.

The organizers of the Gaston National Bank of Dallas, Texas, a conversion of the Gaston & Ayres private bank, capital \$200,000, are W. H. Gaston, D. E. Waggoner, M. M. Brooks, J. D. Jackson, W. H. Thomas and others. The officers elected are: President, W. H. Gaston; first vice-president, D. E. Waggoner; second vice-president, R. K. Gaston; cashier, R. C. Ayres, and assistant cashier, J. D. Jackson of Mexico.

The Merchants' Bank of Augusta, Ga., capital \$50,000, to begin business February 1, has organized by electing officers as follows: Maurice Walton, president; W. J. Hollingsworth, vice-president; Albert S. Hatch, cashier. The directors are Maurice Walton, W. J. Hollingsworth, Geo. S. Murphy, C. T. Pund, W. H. Barrett, Bryan Lawrence, John J. Evans, William Martin, J. E. Tarver, Henry H. Cumming, T. R. Maxwell and L. L. Arrington.

The Interstate Mutual Fire Insurance Co. has been organized at Augusta, Ga. The incorporators are William A. Latimer, George R. Lombard, Thomas Barrett, Jr., Thomas S. Danforth, Frederick B. Pope, Thomas W. Alexander, Peleg A. Rhodes and William C. M. Buckley of Augusta, Eugene F. Verdery, James P. Verdery, Henry H. Cumming, Daniel B. Dyer, John W. Dickey, Bryan Cumming, Joseph D. Dawson and John W. Chaffee of Summerville.

#### New Securities.

Independence, Mo.—The city has decided to issue \$6000 of bonds.

Hannibal, Mo.—The city has voted to issue \$100,000 of electric-light and power bonds.

Van Alstyne, Texas.—The city has issued \$1000 of bonds to improve the water-works.

Gulfport, Miss.—It is proposed to vote upon an issue of \$15,000 to \$25,000 of school bonds.

Lawton, O. T.—The city has sold \$30,000 of bonds to Louderback & Co. of Chicago for \$31,020.

Norfolk, Va.—The Riverview Dairy has filed a mortgage to secure \$25,000 of first mortgage 6 per cent. bonds.

New Braunfels, Texas.—The attorney-general has approved \$35,000 of Comal county 4 per cent. road and bridge bonds.

Marshall, Texas.—The city council has instructed the city attorney to prepare an ordinance for an issue of \$50,000 of sewer bonds.

Sherman, Texas.—Grayson county has purchased for the permanent school fund \$8500 of 4 per cent. Collinsville district school bonds.

Lexington, Ky.—The city has sold to Seansgood & Mayer of Cincinnati the \$38,000 of Woodland Park bonds for \$38,275 and interest.

Mobile, Ala.—The general council has passed the ordinance providing for the issue and sale of \$404,000 of 5 per cent. 15-year paving bonds.

Huntington, W. Va.—W. R. Todd & Co. of Cincinnati have purchased for \$25,515 the \$25,000 of 4½ per cent. school bonds lately issued by Huntington.

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Durant, I. T.—Farson, Leach & Co. of New York have, it is reported, purchased the \$104,000 of water-works, electric-light and school bonds at par and expenses.

Austin, Texas.—The Trinity & Brazos Valley Railway has applied to the State for the authority to issue bonds at the rate of \$25,000 per mile on eighty miles of line.

[For Additional Financial News, See Page 33.]



